

MOT GENERAL NOTES

1. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TA-10 OF THE DELAWARE MUTCD.
2. ON ALL INTERSECTING STREETS APPROACHING THE WORK AREA, "ROAD WORK 1,500 FT." "ROAD WORK 1,000 FT." AND "ROAD WORK 500 FT." PERMANENT SIGNS SHALL BE PLACED AS SHOWN ON THESE PLANS OR AS DIRECTED BY THE ENGINEER. AN "END ROAD WORK" SIGN SHALL BE PLACED ACROSS THE STREET FROM THE "ROAD WORK 500 FT." SIGN, VISIBLE TO TRAFFIC OPERATING IN THE WORK ZONE.
3. GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED AS A DRIVEWAY, ACCESS RAMP, ETC. SHALL BE INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC. EXCESS BASE COURSE MATERIAL SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT AND SHALL BE INCIDENTAL TO THE PARTICULAR BASE COURSE PAY ITEM. NO PAYMENT SHALL BE MADE FOR TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY UTILIZED AS PART OF A PERMANENT ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM. CONSTRUCTION OF A PLANNED RUNAROUND OR DETOUR WOULD BE ELIGIBLE FOR PAYMENT AS SPECIFIED IN THE CONTRACT.
4. THIS PROJECT IS CONSIDERED A SIGNIFICANT PROJECT AS DEFINED BY DELDOT'S WORK ZONE MOBILITY PROCEDURES AND GUIDELINES. A TYPE B TRANSPORTATION MANAGEMENT PLAN (TMP) HAS BEEN PREPARED AND IS AVAILABLE FOR VIEWING BY CONTACTING THE DEPARTMENT'S SAFETY PROGRAMS MANAGER AT (302)659-4060. ALL MONITORING REQUIREMENTS OF THE TMP SHALL BE CONDUCTED BY DELDOT FORCES UNLESS OTHERWISE DIRECTED BY THE ENGINEER. MODIFICATIONS TO THE TMP SHALL BE COMPLETED BY THE CONTRACTOR IF CHANGES TO THE TIME RESTRICTIONS OR THE TRAFFIC CONTROL PLAN ARE DESIRED. THE MODIFIED TMP SHALL BE PREPARED BY A PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF DELAWARE.
5. A TYPE II TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE REQUIRED ON THIS PROJECT DURING THE FOLLOWING PAVEMENT OPERATIONS: TEMPORARY/PERMANENT PAVEMENT MARKINGS, ROADSIDE SPRAYING, PATCHING, MILLING, SWEEPING, TEMPORARY TRAFFIC BARRIER PLACEMENT OR AS DIRECTED BY THE ENGINEER. THE ROLL AHEAD DISTANCE SHALL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS. THE TMA SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6F.82 OF THE DELAWARE MUTCD.
6. FLAGGING OPERATIONS (ALTERNATING ONE-WAY OPERATIONS) ALONG BOYDS CORNER ROAD WITHIN THE VICINITY OF THE STAGING AREA ACCESS POINT SHALL BE PERMITTED FROM 9:00 AM - 3:00 PM AND FROM 6:00 PM - 6:00 AM.
7. WHEN CONSTRUCTION ACTIVITIES REQUIRE TEMPORARY ROADWAY CLOSURES CONCURRENT WITH FLAGGING OPERATIONS, THE TEMPORARY ROADWAY CLOSURES SHALL BE NO MORE THAN 30 SECONDS AND SHALL ONLY BE PERMITTED FROM 9:00 AM - 2:00 PM AND FROM 7:00 PM - 6:00 AM.
8. CONSTRUCTION ENTRANCES SHALL BE CLOSED WITH TYPE III BARRICADES WHEN NOT IN USE. TYPE III BARRICADES SHALL EXTEND COMPLETELY ACROSS THE ROADWAY.
9. FOR NIGHT-TIME CLOSURES OF ANY ROAD OR RAMP, PROVIDE ONE TRAFFIC OFFICER AT EACH CLOSER POINT SHOWN IN THE APPLICABLE DETOUR PLANS. TRAFFIC OFFICER SHALL BE PLACED BEHIND THE CLOSURE BARRICADE WITH THE FRONT OF VEHICLE FACING APPROACHING TRAFFIC AND ALL EMERGENCY LIGHTS SHALL BE ACTIVATED. TRAFFIC OFFICER SHALL PROVIDE A REPORT TO THE CONTRACTOR AT THE END OF THE DAY'S ACTIVITY IDENTIFYING THE NUMBER OF VEHICLES THAT ATTEMPTED TO NOT FOLLOW THE DETOUR.
10. THE CONTRACTOR SHALL PROVIDE THREE TRAFFIC OFFICERS FOR A FOUR-HOUR PERIOD TWICE PER MONTH TO PERFORM SPEED ENFORCEMENT ALONG ROADWAYS WITHIN PROJECT LIMITS. AT THE END OF THE DAY'S ENFORCEMENT ACTIVITY, THE TRAFFIC OFFICERS SHALL PROVIDE A REPORT TO THE CONTRACTOR IDENTIFYING THE NUMBER OF VEHICLES STOPPED, NUMBER AND TYPE OF CITATIONS GIVEN AND THE RANGE OF SPEEDS OF THOSE VEHICLES STOPPED. ENFORCEMENT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
11. THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR NIGHTTIME MOBILE PAVEMENT MARKING OPERATIONS ON SR 1, US 13 OR US 301.
12. THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR MAJOR PHASE CHANGE TRAFFIC SWITCHES ON EXISTING US 301, US 13 OR SR 1.
13. THE CONTRACTOR SHALL PROVIDE TWO TRAFFIC OFFICERS FOR ANY ROLLING ROAD BLOCK OPERATION IN ACCORDANCE WITH TA-35H.
14. SEE PROJECT DETOUR PLANS FOR ADDITIONAL TRAFFIC OFFICER REQUIREMENTS.
15. THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR ANY OPERATION WHERE AN EXISTING SIGNALIZED INTERSECTION IS PLACED IN FLASH-MODE. THE TRAFFIC OFFICER IS THE ONLY INDIVIDUAL THAT CAN PLACE A TRAFFIC SIGNAL IN FLASH-MODE AND THE TRAFFIC OFFICER MUST STAY ON LOCATION UNTIL THE SIGNAL IS PLACED BACK IN STOP-AND-GO OPERATION IN ACCORDANCE WITH DELDOT'S TEMPORARY TRAFFIC CONTROL WITHIN INTERSECTIONS MEMORANDUM (WWW.MUTCD.DELDOT.GOV).
16. ADDITIONAL USAGE OF TRAFFIC OFFICERS OUTSIDE OF THE ABOVE REQUIREMENTS SHALL BE APPROVED BY THE ENGINEER IN CONSULTATION WITH THE TRAFFIC SAFETY SECTION.

SUGGESTED OVERALL CONSTRUCTION SEQUENCE

PHASE 1 CONSTRUCT PROJECT ACCESS, CROSS CULVERTS AND STORMWATER MANAGEMENT FACILITIES:

1. CONSTRUCT TEMPORARY ACCESS POINT ON BOYDS CORNER ROAD WHERE SHOWN.
2. INSTALL ALL RESOURCE PROTECTION FENCE BETWEEN BOYDS CORNER ROAD AND STATION 659+00 AS SHOWN.
3. INSTALL ALL PERIMETER SEDIMENT AND EROSION CONTROLS BETWEEN BOYDS CORNER ROAD AND STA. 659+00 AS SHOWN.
4. CONSTRUCT "CLEAN WATER" DIVERSION DITCH STA. 685+00 TO STA. 680+00.
5. CONSTRUCT GENERAL STAGING AREA WHERE SHOWN, APPROXIMATE STA. 679+00 RIGHT OF BASELINE.
6. CLEAR AND GRUB BETWEEN BOYDS CORNER ROAD AND STA. 659+00. STABILIZE DISTURBED AREA WITH TEMPORARY SEED AND MULCH.
7. CONSTRUCT STORMWATER MANAGEMENT FACILITY AT STA 660+00 RIGHT OF CONSTRUCTION BASELINE.
8. CONSTRUCT TEMPORARY ACCESS ROAD BETWEEN BOYDS CORNER ROAD AND STA. 659+00.
9. INSTALL TEMPORARY STREAM CROSSING PIPE CULVERT AT STA. 659+00 AS SHOWN.
10. INSTALL ALL RESOURCE PROTECTION FENCE BETWEEN STATION 659+00 AND 637+50 AS SHOWN.
11. INSTALL ALL PERIMETER SEDIMENT AND EROSION CONTROLS BETWEEN STA. 659+00 AND STA. 637+50 AS SHOWN.
12. CONSTRUCT STORMWATER MANAGEMENT FACILITY AT STA 640+00 LEFT OF CONSTRUCTION BASELINE.
13. CLEAR AND GRUB BETWEEN STA. 659+00 AND STA. 637+50. STABILIZE DISTURBED AREA WITH TEMPORARY SEED AND MULCH.
14. INSTALL PIPE CULVERT AT STA. 656+75 AND CONSTRUCT RELOCATED CHANNEL. DIVERT STREAM TO RELOCATED CHANNEL AND NEW PIPE CULVERT.
15. REMOVE TEMPORARY STREAM CROSSING PIPE CULVERT AT STA. 659+00 AND BACKFILL EXISTING STREAM.
16. CONSTRUCT TEMPORARY ACCESS ROAD BETWEEN STA. 659+00 AND STA. 637+50.
17. BEGIN PHASE 2 SECTOR A CONSTRUCTION (SEE BELOW).
18. INSTALL TEMPORARY STREAM CROSSING PIPE CULVERT AT STA. 637+50 AS SHOWN.
19. INSTALL ALL RESOURCE PROTECTION FENCE BETWEEN STA 637+50 AND 605+00 AS SHOWN.
20. INSTALL ALL PERIMETER SEDIMENT AND EROSION CONTROLS BETWEEN STA. 637+50 AND STA. 605+00 AS SHOWN.
21. CONSTRUCT "CLEAN WATER" DIVERSION DITCH STA. 626+50 TO STA. 606+25.
22. CONSTRUCT STORMWATER MANAGEMENT FACILITY AT STA. 606+00 RIGHT OF CONSTRUCTION BASELINE.
23. CLEAR AND GRUB BETWEEN STA. 637+50 AND STA. 605+00. STABILIZE DISTURBED AREA WITH TEMPORARY SEED AND MULCH.
24. CONSTRUCT TEMPORARY ACCESS ROAD BETWEEN STA. 637+50 AND STA. 605+00.
25. CONSTRUCT PIPE CULVERT AT STA. 605+17.10.
26. INSTALL ALL RESOURCE PROTECTION FENCE BETWEEN STA. 605+00 AND 594+50 AS SHOWN.
27. INSTALL PERIMETER SEDIMENT AND EROSION CONTROLS BETWEEN STA. 605+00 AND STA. 594+50 AS SHOWN.
28. CONSTRUCT STORMWATER MANAGEMENT FACILITY AT STA. 634+00 RIGHT OF CONSTRUCTION BASELINE.

29. CLEAR AND GRUB BETWEEN STA. 605+00 AND STA. 594+50. STABILIZE DISTURBED AREA WITH TEMPORARY SEED AND MULCH.
30. CONSTRUCT TEMPORARY ACCESS ROAD BETWEEN STA. 605+00 AND STA. 594+50.
31. BEGIN PHASE 2 SECTOR B CONSTRUCTION (SEE BELOW).

PHASE 2 SECTOR A MAIN LINE CONSTRUCTION: SR 896 TO BR 1-467 N & S:

1. STRIP AND STOCKPILE TOPSOIL FOR CHURCHTOWN NORTH AND SOUTH BORROW SITES AS NECESSARY.
2. STRIP AND STOCKPILE TOPSOIL FROM STA. STA.659+00 TO BOYDS CORNER ROAD AS NECESSARY.
3. INSTALL LONGITUDINAL DRAINAGE DITCHES STA. 659+00 TO STA. 674+00.
4. BEGIN CONSTRUCTION OF BR 1-467 N & S.
5. PLACE EMBANKMENT TO TYPE A CAP FROM STA. 659+00 TO STA. 682+00.
6. STRIP AND STOCKPILE TOPSOIL FROM STA. 637+50 TO STA.659+00 AS NECESSARY.
7. INSTALL LONGITUDINAL DRAINAGE DITCHES STA. 642+00 TO STA. 656+00.
8. PLACE EMBANKMENT TO TYPE A CAP FROM STA. 642+00 TO STA. 659+00.
9. PLACE CLOSED DRAINAGE STA. 637+50 TO STA. 682+00.
10. REMOVE TEMPORARY STREAM CROSSING PIPE CULVERT AT STA. 637+50 WHEN BR 1-467 N & S STRUCTURE IS COMPLETE.
11. PLACE TYPE A CAP, UNDERDRAINS, BASE, PAVEMENT, GUARDRAIL AND OTHER APPURTENANCES.

PHASE 2 SECTOR B MAIN LINE CONSTRUCTION BR 1-468 N & S TO BR 1-467 N & S:

1. STRIP AND STOCKPILE TOPSOIL FOR PLEASANTON BORROW SITES AS NECESSARY.
2. STRIP AND STOCKPILE TOPSOIL FROM STA. 594+00 TO STA. 637+50 AS NECESSARY.
3. INSTALL LONGITUDINAL DRAINAGE DITCHES AND PIPES STA. 596+00 TO STA. 605+00 LEFT OF CONSTRUCTION BASELINE.
4. INSTALL LONGITUDINAL DRAINAGE DITCHES AND PIPES STA. 607+00 TO STA. 626+00.
5. INSTALL LONGITUDINAL DRAINAGE DITCHES AND PIPES STA. 626+00 TO STA. 636+00.
6. BEGIN BR 1-468 N & S CONSTRUCTION
7. PLACE EMBANKMENT STA. 594+00 TO STA. 637+50 TO TYPE A CAP.
8. PLACE CLOSED DRAINAGE STA. 594+00 TO STA. 637+50.
9. PLACE TYPE A CAP, UNDERDRAINS, BASE, PAVEMENT, GUARDRAIL AND OTHER APPURTENANCES.

BR. 1-468 N&S ABUTMENT 2 (AB 2) CONSTRUCTION - CONTRACTOR COORDINATION

CONTRACT A: CONTRACT T200911301: US 301, NORFOLK SOUTHERN RR TO SR 896  
CONTRACT C: CONTRACT T200911303: US 301, LEVELS ROAD TO NORFOLK SOUTHERN RR

1. AB 2 WILL BE CONSTRUCTED PARTIALLY UNDER CONTRACT A AND PARTIALLY UNDER CONTRACT C (SEE BRIDGE SHEET FOR DETAILS)
2. CONTRACT A MUST COMPLETE THE WORK SPECIFIED IN THE CONTRACT A PLANS FOR AB 2 WITHIN THE TIME PERIOD SPECIFIED IN THE CONTRACT PROSPECTIVE BIDDERS NOTE FOR CONTRACT A.
3. CONTRACT A WILL PROVIDE AND ALLOW CONTRACT C TO ACCESS THE AB 2 WORK AREA FROM SR 896 THROUGH THE CONTRACT C PROJECT SITE LIMITS, FOR THE TIME PERIOD SPECIFIED IN THE CONTRACT PROSPECTIVE BIDDERS NOTE FOR CONTRACT A. ACCESS WILL BE ALLOWED FOR ALL CONTRACT C PERSONNEL, MATERIAL AND EQUIPMENT DELIVERIES REQUIRED TO CONSTRUCT AB 2. CONTRACT A AND CONTRACT C SHALL COORDINATE TO PROVIDE REASONABLE ACCESS FOR EACH OTHER'S OPERATIONS. NOTE THAT TEMPORARY STREAM CROSSINGS BETWEEN SR 896 AND AB 2 ARE ONE-LANE WIDE.
4. CONTRACT C WILL NOT BE ALLOWED TO ACCESS CONTRACT A PROJECT LIMITS BEYOND THE TIME PERIOD SPECIFIED IN THE CONTRACT PROSPECTIVE BIDDERS NOTE FOR CONTRACT A. SHOULD WORK UNDER CONTRACT C NOT BE COMPLETED AT AB 2 WITHIN THIS TIME FRAME, CONTRACT C SHALL ACCESS AB 2 FROM SUMMIT BRIDGE ROAD THROUGH THE LIMITS OF CONTRACT C AND CONTRACT C SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH USING THIS ACCESS POINT TO COMPLETE AB 2, INCLUDING FLAGGERS FOR NSRR.

STAGING/STOCKPILE AREA COORDINATION NOTES

CONTRACT A: CONTRACT T200911301: US 301, NORFOLK SOUTHERN RR TO SR 896  
CONTRACT B: CONTRACT T200911308: US 301, SR 896 TO SR 1

TRAFFIC CONTROL

1. CONTRACT A SHALL FURNISH, INSTALL AND MAINTAIN TEMPORARY TRAFFIC CONTROL DEVICES UNTIL CONTRACT B HAULING OPERATIONS BEGIN.
2. CONTRACT A SHALL REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES PRIOR TO THE BEGINNING OF HAULING OPERATIONS FOR CONTRACT B.
3. CONTRACT B SHALL FURNISH, INSTALL AND MAINTAIN ALL TEMPORARY TRAFFIC CONTROL DEVICES ONCE HAULING OPERATIONS FOR CONTRACT B BEGIN.
4. THE START DATE OF HAULING OPERATIONS FOR CONTRACT B SHALL BE COORDINATED WITH THE ENGINEER.
5. PAYMENT FOR WORK NOTED ABOVE SHALL BE MADE UNDER THE RESPECTIVE CONTRACT ITEMS.

EROSION AND SEDIMENT CONTROL

1. CONTRACT A SHALL INSTALL ALL PERIMETER E&S CONTROL DEVICES AROUND THE CONTRACT A/CONTRACT B STAGING/STOCKPILE AREAS.
  2. ADDITIONAL E&S CONTROL DEVICES PLACED WITHIN CONTRACT A/CONTRACT B STAGING/STOCKPILE AREAS WILL BE FURNISHED, INSTALLED, MAINTAINED AND REMOVED BY THE RESPECTIVE CONTRACT.
  3. AT THE CONCLUSION OF CONTRACT A, CONTRACT B WILL ASSUME THE MAINTENANCE, REMOVAL AND DISPOSAL RESPONSIBILITIES FOR ALL REMAINING PERIMETER E&S CONTROL DEVICES.
  4. AT THE CONCLUSION OF CONTRACT A, CONTRACT A SHALL RESTORE ITS STAGING/STOCKPILING AREA AS DIRECTED BY THE ENGINEER.
- AT THE CONCLUSION OF CONTRACT A, CONTRACT B MAY ASSUME USE OF CONTRACT A STAGING/STOCKPILING AREA.
6. THE END DATE FOR CONTRACT A SHALL BE COORDINATED WITH THE ENGINEER.
  7. PAYMENT FOR THE WORK NOTED ABOVE SHALL BE MADE UNDER THE RESPECTIVE CONTRACT ITEMS.

TEMPORARY CONSTRUCTION ENTRANCE

1. TEMPORARY CONSTRUCTION ENTRANCE SHALL BE INSTALLED AND MAINTAINED BY CONTRACT A UNTIL THE END OF CONTRACT A.
2. MAINTENANCE, REMOVAL AND RESTORATION OF TEMPORARY CONSTRUCTION ENTRANCE WILL BE ASSUMED BY CONTRACT B AT THE END OF CONTRACT A.
3. PAYMENT FOR THE WORK NOTED ABOVE SHALL BE MADE UNDER THE RESPECTIVE ITEMS.

ADVANCE NOTIFICATION REQUIREMENTS

AT LEAST TEN (10) CALENDAR DAYS BEFORE A ROAD CLOSURE OR MAJOR CHANGE IN THE ROADWAY CONFIGURATION OR TRAVEL PATTERN, THE CONTRACTOR SHALL USE AN ADVANCE WARNING SIGN OR PORTABLE CHANGEABLE MESSAGE SIGN TO WARN MOTORISTS OF THE PENDING CHANGES. THIS SIGN SHALL REMAIN IN PLACE AT LEAST TEN (10) BUT NO MORE THAN FOURTEEN (14) CALENDAR DAYS BEFORE A MAJOR CHANGE IN THE ROADWAY CONFIGURATION OR TRAVEL PATTERN.

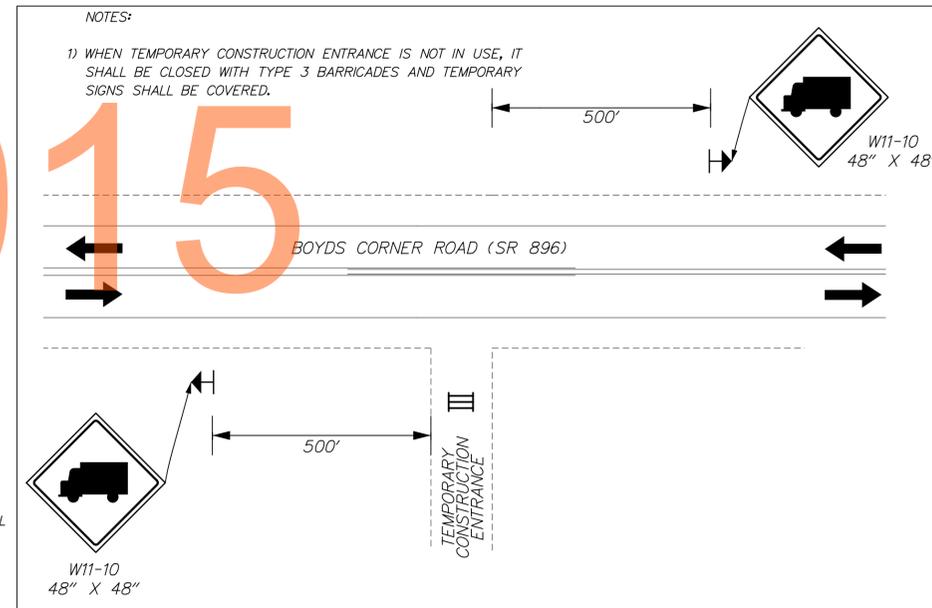
THE CONTRACTOR IS REQUIRED TO SUBMIT REQUESTS FOR TRAFFIC RESTRICTIONS TO THE GEC AND DELDOT IN ACCORDANCE WITH THE TABLE BELOW:

ADVANCE NOTIFICATION		
TYPE OF RESTRICTION	MINIMUM ADVANCE NOTICE	MAXIMUM ADVANCE NOTICE
1*	30 DAYS	45 DAYS
2*, 3*, 4*	10 DAYS	14 DAYS

\* TYPE 1: PLANNED AND ACCEPTABLE CLOSURES OF AN ARTERIAL OR LOCAL STREET, TRAFFIC SWITCHES, NEW RAMP OPENINGS, OR CHANGED TRAFFIC PATTERNS.  
TYPE 2: A LANE(S) CLOSURE THAT WOULD HAVE SIGNIFICANT IMPACT ON TRAFFIC, SUCH AS TEMPORARILY STOPPING TRAFFIC COMPLETELY (TRAFFIC DRAGS), CLOSING 2 OR MORE LANES, CLOSING AN EXIT OR ENTRANCE RAMP AT FREEWAY INTERCHANGES, OR FLAGGING OPERATIONS.  
TYPE 3: A LANE CLOSURE THAT WOULD HAVE MINOR OR NO IMPACT ON THE FLOW OF TRAFFIC, SUCH AS CLOSING ONE LANE ON A THREE-LANE FREEWAY DURING OFF-PEAK HOURS.  
TYPE 4: A LANE CLOSURE THAT WOULD CLOSE A SHOULDER (RIGHT OR LEFT)

FOR TYPE 1 CLOSURES, THE CONTRACTOR SHALL MAKE PROVISIONS IN THE TEMPORARY TRAFFIC CONTROL PLAN FOR LOCAL TRAFFIC TO ACCESS PROPERTIES AND BUSINESSES AT ALL TIMES ON THE CLOSED ARTERIAL OR LOCAL STREET.

TYPE 1 AND 2 CLOSURES WILL REQUIRE EXTENSIVE MEDIA AND STAKEHOLDER NOTIFICATION EFFORT AND COORDINATION AMONG VARIOUS LOCAL AND STATE AGENCIES.



**TEMPORARY CONSTRUCTION ENTRANCE TRAFFIC CONTROL**

\$FILES& \$DATES

<p><b>DELAWARE</b> DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS		<p><b>NOT TO SCALE</b></p>	<p><b>US 301,</b> <b>NORFOLK SOUTHERN RR TO SR 896</b></p>	CONTRACT	BRIDGE NO.	<p><b>CONSTRUCTION PHASING,</b> <b>M.O.T., AND EROSION</b> <b>CONTROL PLAN</b></p>	SHEET NO.
	T200911301				DESIGNED BY:	WJD		184
	COUNTY				CHECKED BY:	MAA		TOTAL SHTS.
	NEW CASTLE							240

CS-01

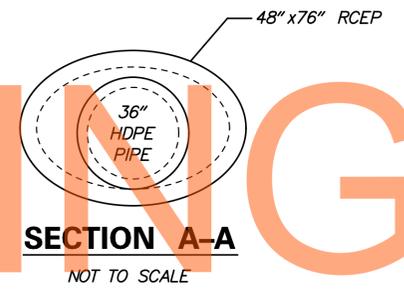


**PROPOSED CONSTRUCTION SEQUENCE  
STREAM CROSSING STA 605+50**

- A. INSTALL DEWATERING BASIN, STILLING WELL AND RIPRAP OUTFALL. MAINTAIN STREAM FLOW USING PUMP AROUND.
- B. INSTALL SANDBAG DIVERSION AS SHOWN.
- C. PLACE 48" x 76" RCEP.
- D. INSTALL 36" HDPE STREAM DIVERSION PIPE THROUGH RCEP AND ADD SANDBAG DIVERSIONS.
- E. INSTALL SUMP PITS, CONSTRUCT HEADWALLS AND PLACE RIPRAP UPSTREAM AND DOWNSTREAM OF HEADWALLS.
- F. REMOVE 36" HDPE PIPE AND SANDBAG DIVERSION.
- G. REMOVE STILLING WELL, DEWATERING BASIN, SUMP PITS AND RIPRAP. BACKFILL WITH PREVIOUSLY EXCAVATED STREAM BACKFILL MATERIAL. BACKFILLING TO BE INCIDENTAL TO ITEM 715507-TEMPORARY DRAINAGE PIPE, 36".

**HYDRAULIC DATA**

2 YEAR DESIGN DISCHARGE = 36 cfs  
2 YEAR HEADWATER ELEVATION = 57.25'



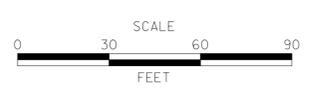
DRAFT  
NOT FOR BIDDING  
AUGUST 2015

QUANTITIES			
ITEM NO.	NAME	UNITS	QUANTITY
262000	STILLING WELL	C.Y.	1
263000	SUMP PIT, TYPE 1	EACH	1
263001	SUMP PIT, TYPE 2	EACH	1
264000	DEWATERING BASIN	EACH	1
266001	SANDBAG DIVERSION	C.Y.	66
302011	DELAWARE NO. 3 STONE	TON	6
712006	RIPRAP, R5	S.Y.	25
713003	GEOTEXTILE RIPRAP	S.Y.	25
715507	TEMPORARY DRAINAGE PIPE, 36"	L.F.	320
734552	WET GROUND EROSION CONTROL SEEDING - FLATS	S.Y.	197

NOTE: SEE PROJECT NOTES AND ENVIRONMENTAL COMPLIANCE NOTES FOR ADDITIONAL DETAILS.

**FIGURE 1**

ADDENDUMS / REVISIONS

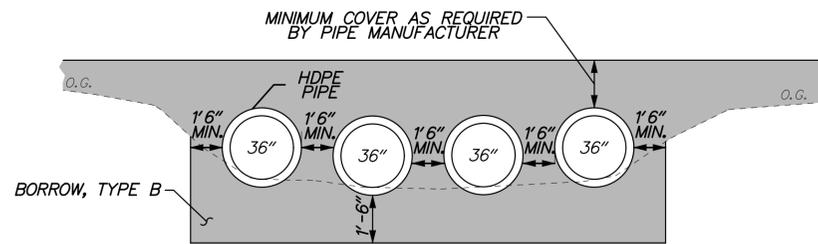


CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

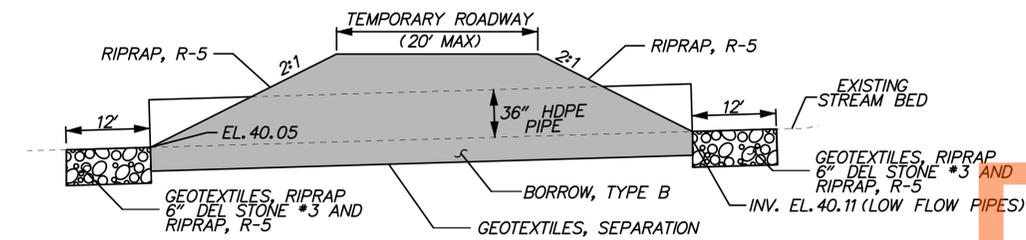
PROPOSED CONSTRUCTION SEQUENCE  
 TEMPORARY STREAM CROSSING STA 637+50

HYDRAULIC DATA

2 YEAR DESIGN DISCHARGE = 178 cfs  
 2 YEAR HEADWATER ELEVATION = 44.70'



SECTION A-A  
 NOT TO SCALE



SECTION B-B  
 NOT TO SCALE

1. CONSTRUCT STREAM DIVERSION (FIG. 1):
  - A. INSTALL STILLING WELL AND RIPRAP OFFFALL.
  - B. MAINTAIN STREAM FLOW BY PUMP AROUND.
  - C. INSTALL SANDBAG DIVERSION AS SHOWN.
  - D. INSTALL SUMP PIT, PORTABLE SEDIMENT TANK, TEMPORARY HDPE PIPES AND RIPRAP AT INLET AND OUTLET. STOCKPILE EXCAVATED STREAM BED MATERIAL FOR USE AS CHANNEL BED BACKFILL AFTER REMOVAL OF TEMPORARY STREAM CROSSING.
2. CONSTRUCT TEMPORARY ROADWAY (FIG. 2):
  - A. REMOVE SANDBAG DIVERSION AND SUMP PIT. LEAVE STILLING WELL AND RIPRAP OFFFALL FOR USE DURING STEP 3.
  - B. MAINTAIN STREAM FLOW BY TEMPORARY HDPE PIPE CULVERTS.
  - C. CONSTRUCT TEMPORARY ROADWAY.
3. REMOVE TEMPORARY STREAM CROSSING (FIG. 3):
  - A. SHIFT ALL STREAM CROSSING OPERATIONS TO COMPLETED BR 1-467 NORTHBOUND AND SOUTHBOUND.
  - B. INSTALL SANDBAG DIVERSION AS SHOWN.
  - C. MAINTAIN STREAM FLOW BY PUMP AROUND USING PREVIOUSLY INSTALLED STILLING WELL AND RIPRAP OFFFALL. RESTORE STILLING WELL TO ORIGINAL DIMENSIONS AS DIRECTED BY THE ENGINEER WITH PAYMENT UNDER ITEM 250000-SEDIMENT REMOVAL.
  - D. REMOVE TEMPORARY HDPE PIPE CULVERTS AND RIPRAP.
  - E. BACKFILL WITH STOCKPILED CHANNEL BED MATERIAL. TOPSOIL, SEED AND MULCH.
  - F. REMOVE SANDBAG DIVERSION, STILLING WELL AND RIPRAP OFFFALL.
  - G. COMPLETE REMOVAL OF UN-NEEDED TEMPORARY ROADWAY, TOPSOIL, SEED, AND MULCH.

QUANTITIES			
ITEM NO.	NAME	UNITS	QUANTITY
202555	SUBSOIL TILLAGE	S.Y.	1766
209002	BORROW, TYPE B	C.Y.	75
251001	REINFORCED SILT FENCE	L.F.	1343
262000	STILLING WELL	C.Y.	3
263000	SUMP PIT, TYPE 1	EACH	1
266001	SANDBAG DIVERSION	C.Y.	490
270000	PORTABLE SEDIMENT TANK	EACH	1
302011	DELAWARE NO. 3 STONE	TON	6
712006	RIPRAP, R5	S.Y.	61
713002	GEOTEXTILE, SEPARATION	S.Y.	1000
713003	GEOTEXTILE RIPRAP	S.Y.	70
715507	TEMPORARY PIPE, 36"	L.F.	180
734552	WET GROUND EROSION CONTROL SEEDING - FLATS	S.F.	2539
734018	PERMANENT GRASS SEEDING, DRY GROUND	S.F.	2539

NOTE: SEE PROJECT NOTES AND ENVIRONMENTAL COMPLIANCE NOTES FOR ADDITIONAL DETAILS.

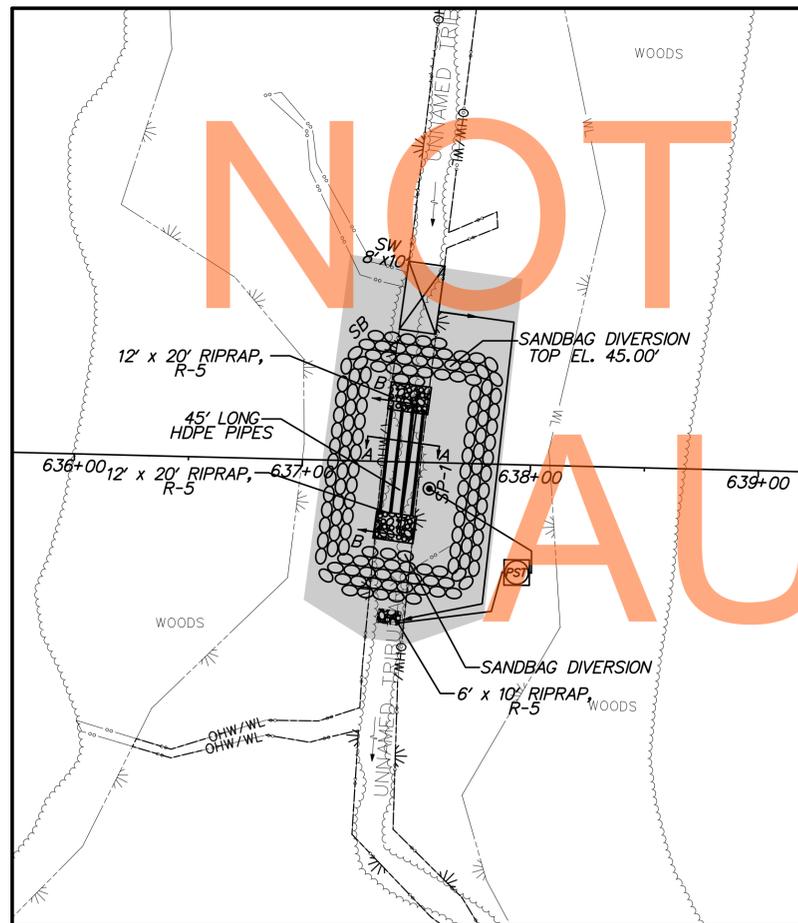


FIGURE 1

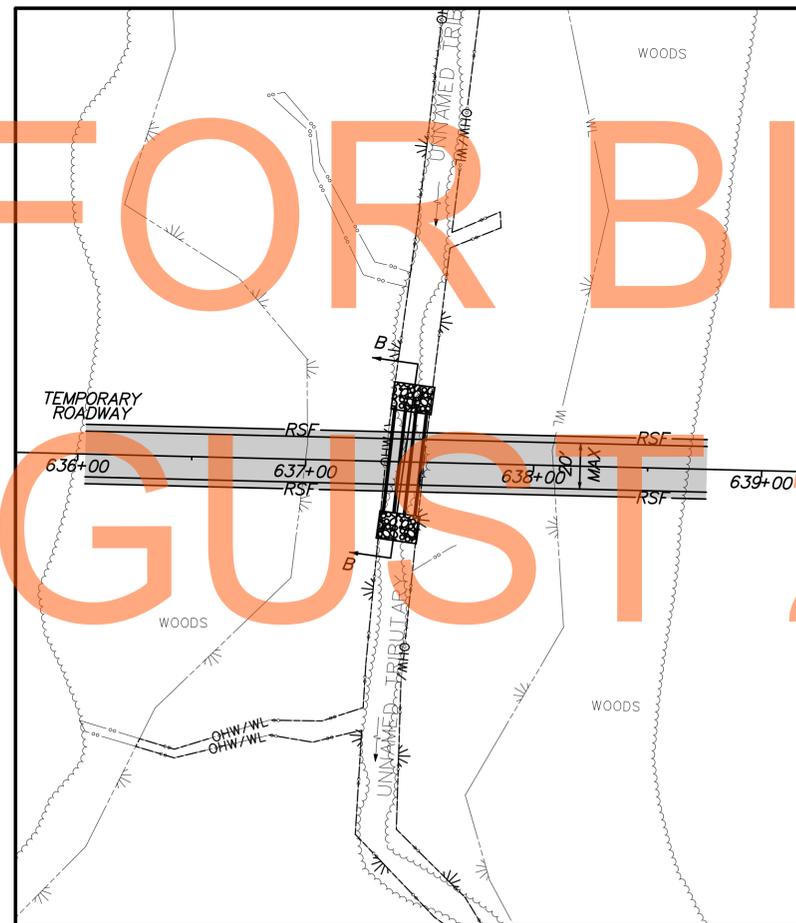


FIGURE 2

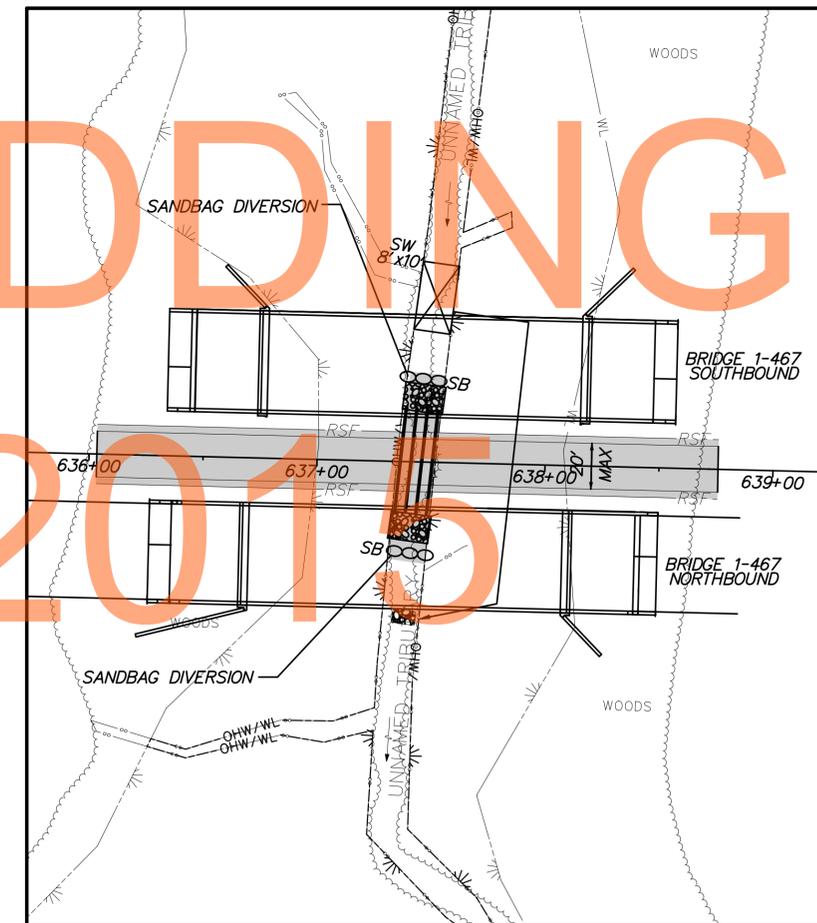
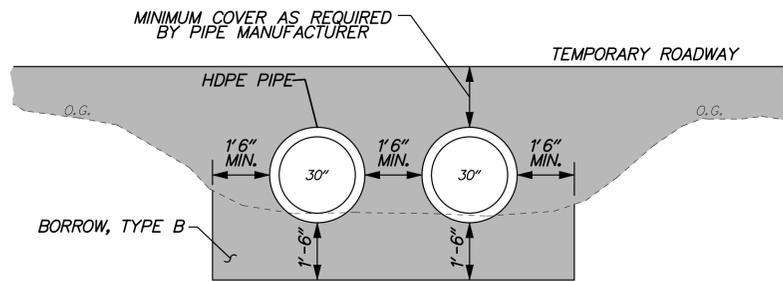
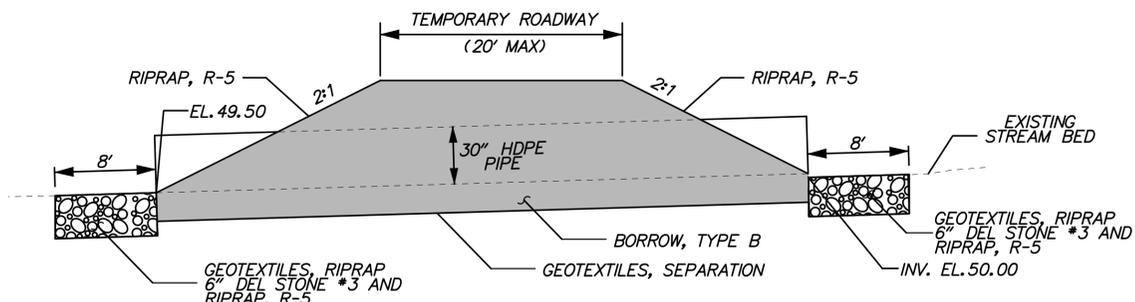


FIGURE 3

\$FILES \$DATES



**SECTION A-A**  
NOT TO SCALE



**SECTION B-B**  
NOT TO SCALE

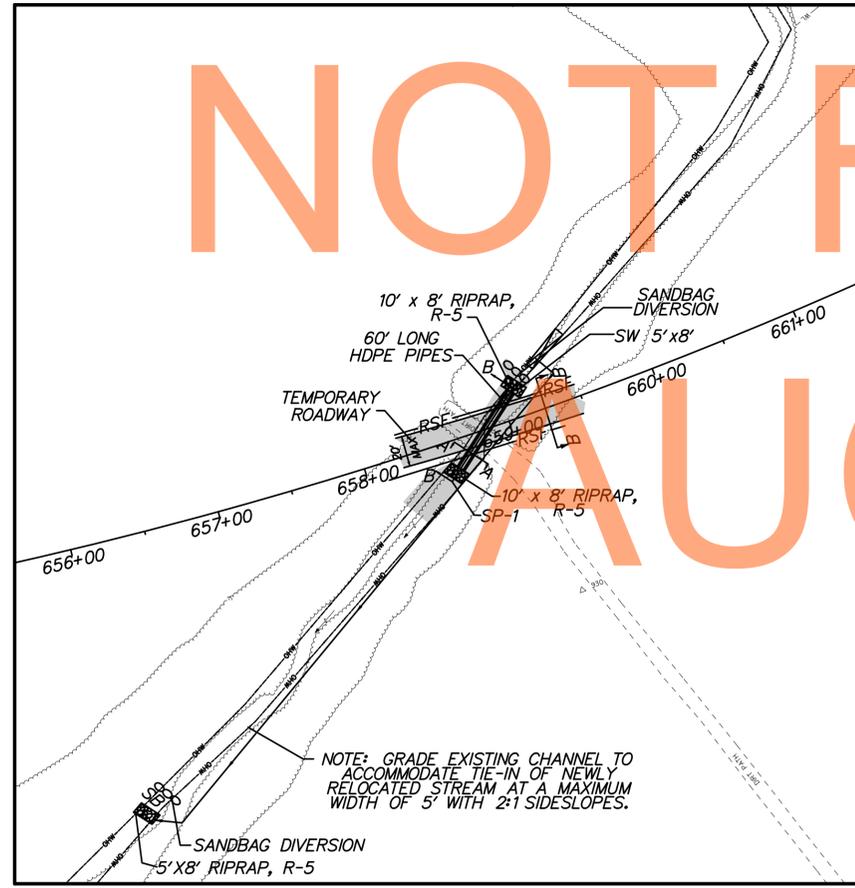
**PROPOSED CONSTRUCTION SEQUENCE**  
**TEMPORARY STREAM CROSSING STA 658+53**

1. CONSTRUCT TEMPORARY STREAM CROSSING (FIG. 1):
  - A. INSTALL STILLING WELL AND RIPRAP OUTFALL. MAINTAIN STREAM FLOW BY PUMP AROUND.
  - B. INSTALL SANDBAG DIVERSION AS SHOWN. GRADE EXISTING CHANNEL TO ACCOMMODATE TIE-IN OF NEWLY RELOCATED STREAM AT A MAXIMUM WIDTH OF 5' WITH 2:1 SIDESLOPES..
  - C. INSTALL TEMPORARY HDPE PIPES, RIPRAP AND TEMPORARY ACCESS ROAD AND REMOVE PUMP AROUND OPERATION.
2. CONSTRUCT NEW DUAL PIPE CULVERT AT STA. 656+75 AND RELOCATE STREAM (FIG. 2):
  - A. INSTALL SANDBAG DIVERSION AS SHOWN.
  - B. INSTALL SUMP PITS AND DEWATERING BASIN. SUMP PITS AND DEWATERING BASIN TO BE PLACED AT A LOCATION OUTSIDE OF THE LIMITS OF THE PERMANENT RIPRAP.
  - C. CONSTRUCT DUAL CULVERT, PLACE PERMANENT RIPRAP AT CULVERT INLET AND OUTLET, AND CONSTRUCT STREAM RELOCATION.
  - D. REMOVE SUMP PITS AND DEWATERING BASIN.
3. DIVERT STREAM FLOW TO NEW CULVERT AND CHANNEL (FIG. 3):
  - A. INSTALL SANDBAG DIVERSION AS SHOWN.
  - B. REMOVE TEMPORARY STREAM CROSSING AND BACKFILL ABANDONED STREAM CHANNEL.

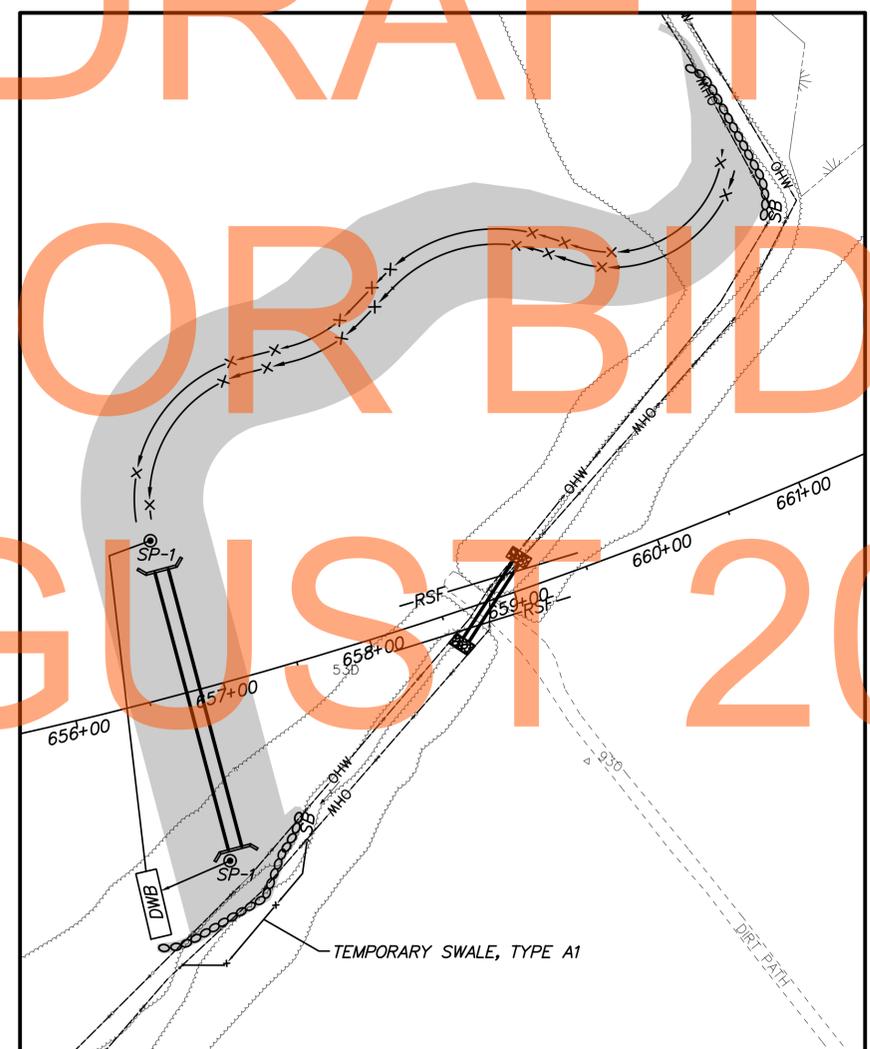
**HYDRAULIC DATA**  
2 YEAR DESIGN DISCHARGE = 59 cfs  
2 YEAR HEADWATER ELEVATION = 53.55'

QUANTITIES			
ITEM NO.	NAME	UNITS	QUANTITY
209002	BORROW, TYPE B	C. Y.	100
251001	REINFORCED SILT FENCE	L. F.	400
262000	STILLING WELL	C. Y.	2
263000	SUMP PIT, TYPE 1	EACH	3
264000	DEWATERING BASIN	EACH	1
266001	SANDBAG DIVERSION	C. Y.	292
302011	DELAWARE NO. 3 STONE	TON	14
712006	RIPRAP, R5	S. Y.	22
713002	GEOTEXTILES, SEPARATION	S. Y.	400
713003	GEOTEXTILES, RIPRAP	S. Y.	27
715502	TEMPORARY DRAINAGE PIPE, 30"	L. F.	120
734552	WET GROUND EROSION CONTROL SEEDING - FLATS	S. Y.	88

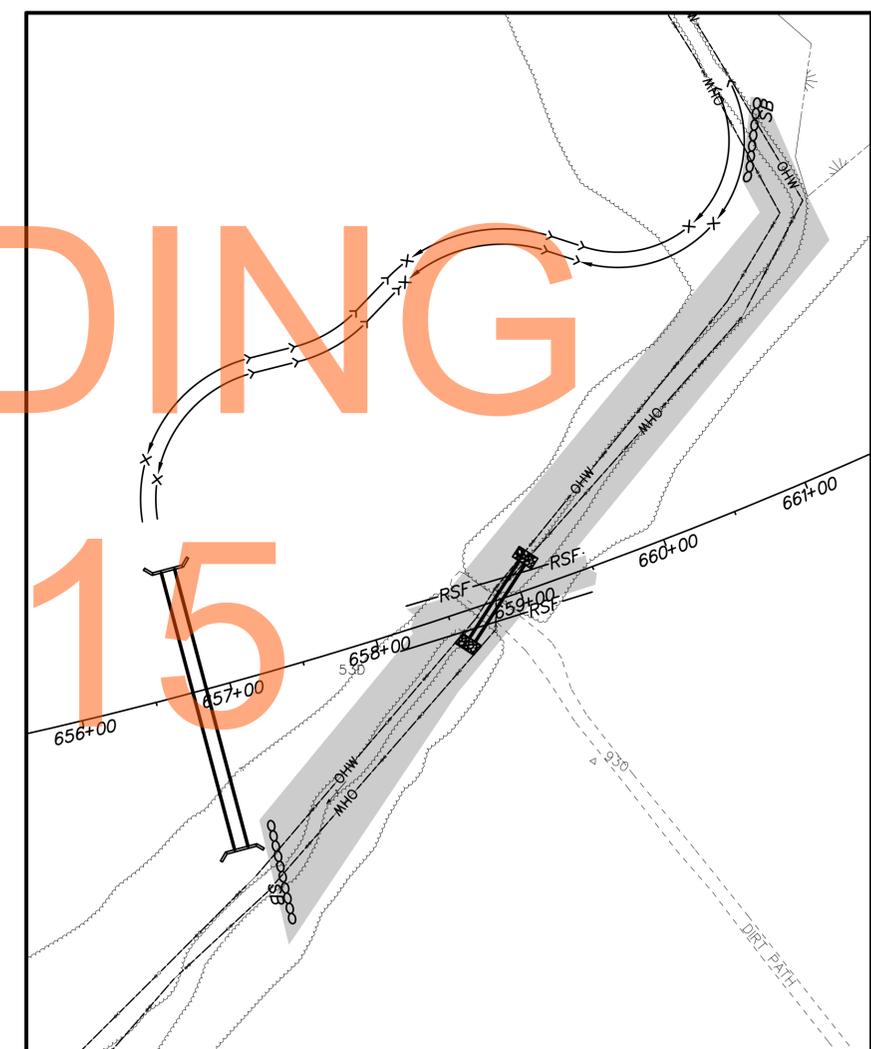
NOTE: SEE PROJECT NOTES AND ENVIRONMENTAL COMPLIANCE NOTES FOR ADDITIONAL DETAILS.



**FIGURE 1**

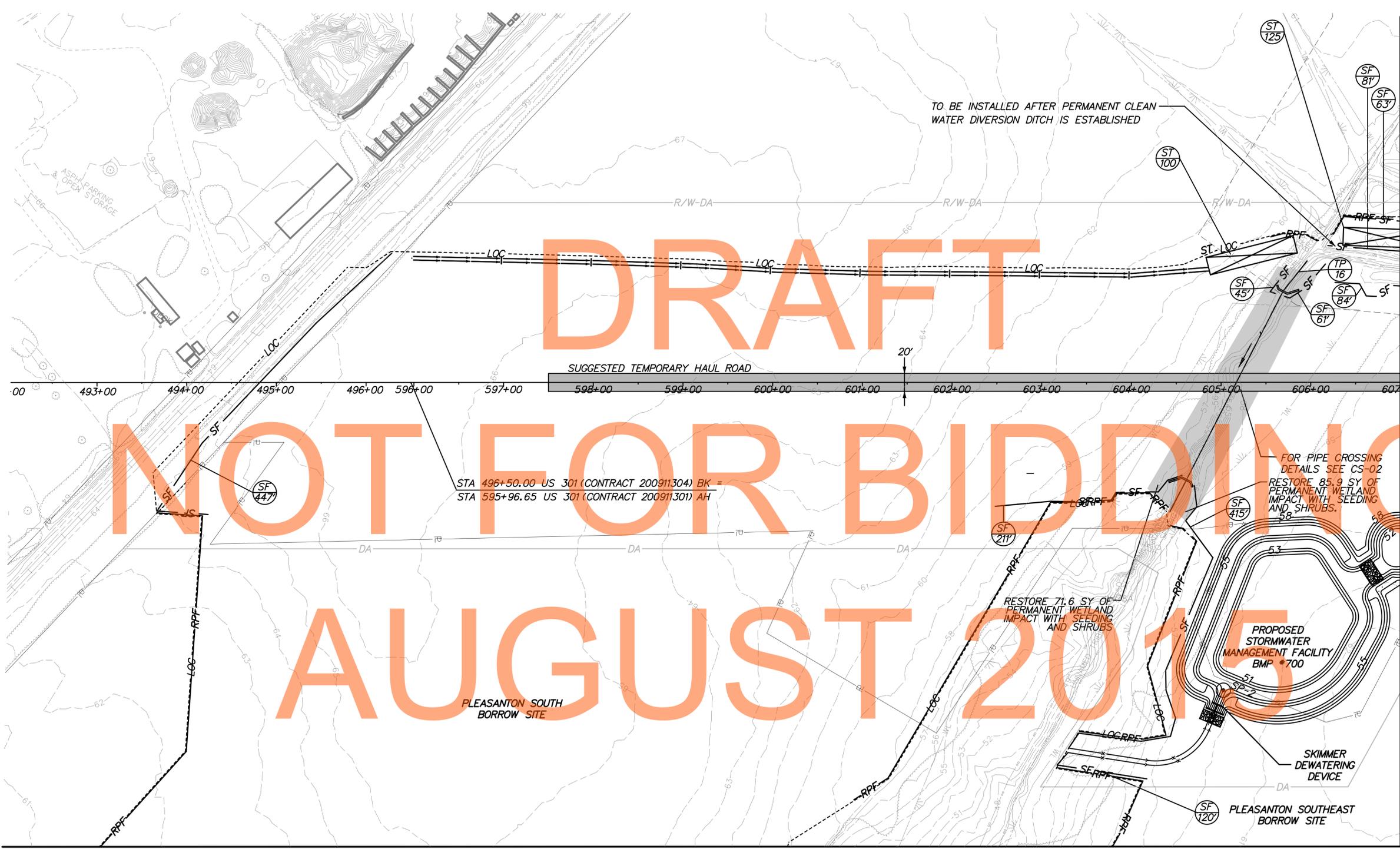
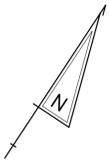


**FIGURE 2**



**FIGURE 3**

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AUGUST 2015



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AUGUST 2015

**MATCH LINE SHEET CS-06**

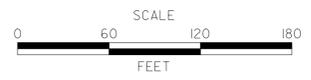
TEMPORARY PIPE (TP)				
NO.	STATION-OFFSET	SIZE/TYPE	L. F.	REMARKS
TP 16	*605+17 00'	36" HDPE	320	@ US 301

\*NOTE: TP 16 TO BE INSTALLED INSIDE PIPE 180, SEE DETAILS

SEDIMENT TRAP SCHEDULE									
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.
100	2.85AC	110.00'	30.00'	4.00'	SCD	58.50'	56.50'	6.00'	60.00'
125	3.05AC	135.00'	25.00'	4.00'	SCD	58.50'	56.50'	6.00'	60.00'



ADDENDUMS / REVISIONS	

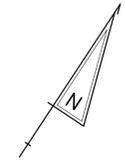


**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-05
SHEET NO. 188
TOTAL SHTS. 240



MATCH LINE SHEET CS-05



MATCH LINE SHEET CS-08

\$DATES

\$FILES



DELAWARE  
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

NO.	DATE	DESCRIPTION



US 301,  
NORFOLK SOUTHERN RR TO SR 896

CONTRACT T200911301	BRIDGE NO.	
COUNTY NEW CASTLE	DESIGNED BY:	WJD
	CHECKED BY:	MAA

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

CS-06
SHEET NO. 189
TOTAL SHTS. 240

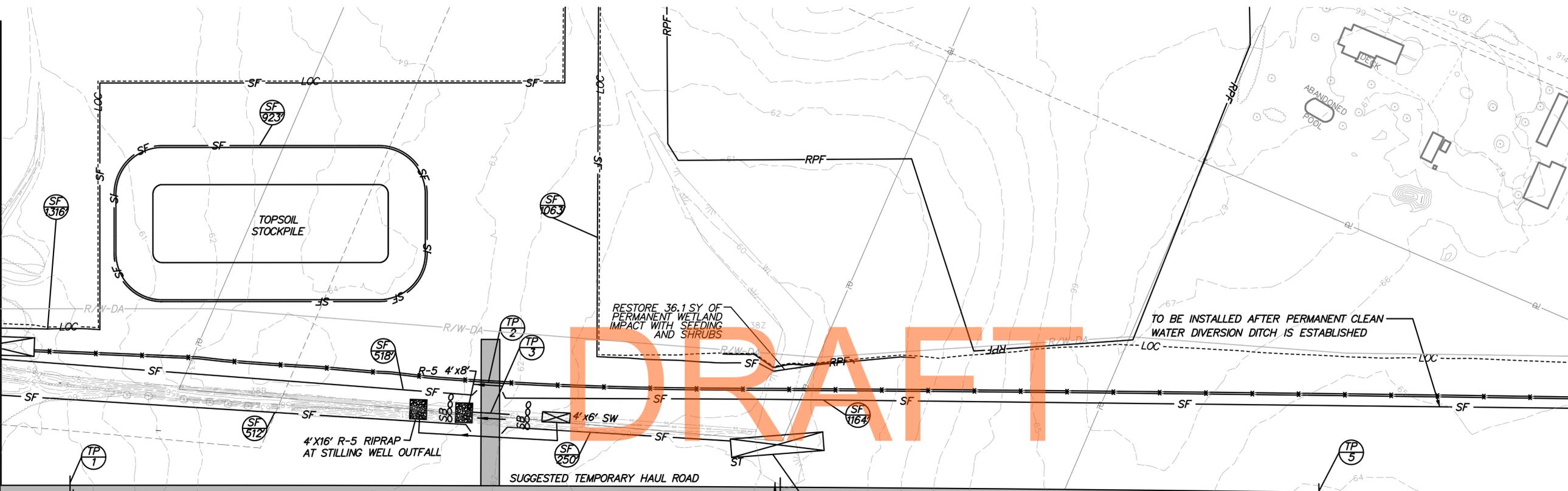
DRAFT

NOT FOR BIDDING

AUGUST 2015

MATCH LINE STA. 607 + 00

MATCH LINE STA. 624 + 00



607+00 608+00 609+00 610+00 611+00 612+00 613+00 614+00 615+00 616+00 617+00 618+00 619+00 620+00 621+00 622+00 623+00 624

TEMPORARY PIPE (TP)				
NO.	STATION-OFFSET	SIZE/TYPE	L. F.	REMARKS
TP 1	607+75 00'	24" HDPE	40	@ US 301
TP 2	612+26 121' LT	30" HDPE	40	@ US 301
TP 3	612+25 88' LT	30" HDPE	40	@ US 301
TP 4	615+41 00'	24" HDPE	40	@ US 301
TP 5	621+24 00'	24" HDPE	40	@ US 301

SEDIMENT TRAP SCHEDULE									
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.
103	2.82AC	100.00'	35.00'	4.00'	SCD	59.00'	57.00'	6.00'	60.50'
104	3.02AC	100.00'	35.00'	4.00'	SCD	62.50'	60.50'	6.00'	64.00'

MATCH LINE SHEET CS-08

ADDENDUMS / REVISIONS



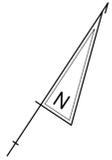
US 301,  
NORFOLK SOUTHERN RR TO SR 896

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-07
SHEET NO. 190
TOTAL SHTS. 240





MATCH LINE SHEET CS-07

MATCH LINE SHEET CS-06



DRAFT  
NOT FOR BIDDING  
AUGUST 2015

\$DATES  
\$FILES



ADDENDUMS / REVISIONS



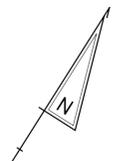
US 301,  
NORFOLK SOUTHERN RR TO SR 896

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

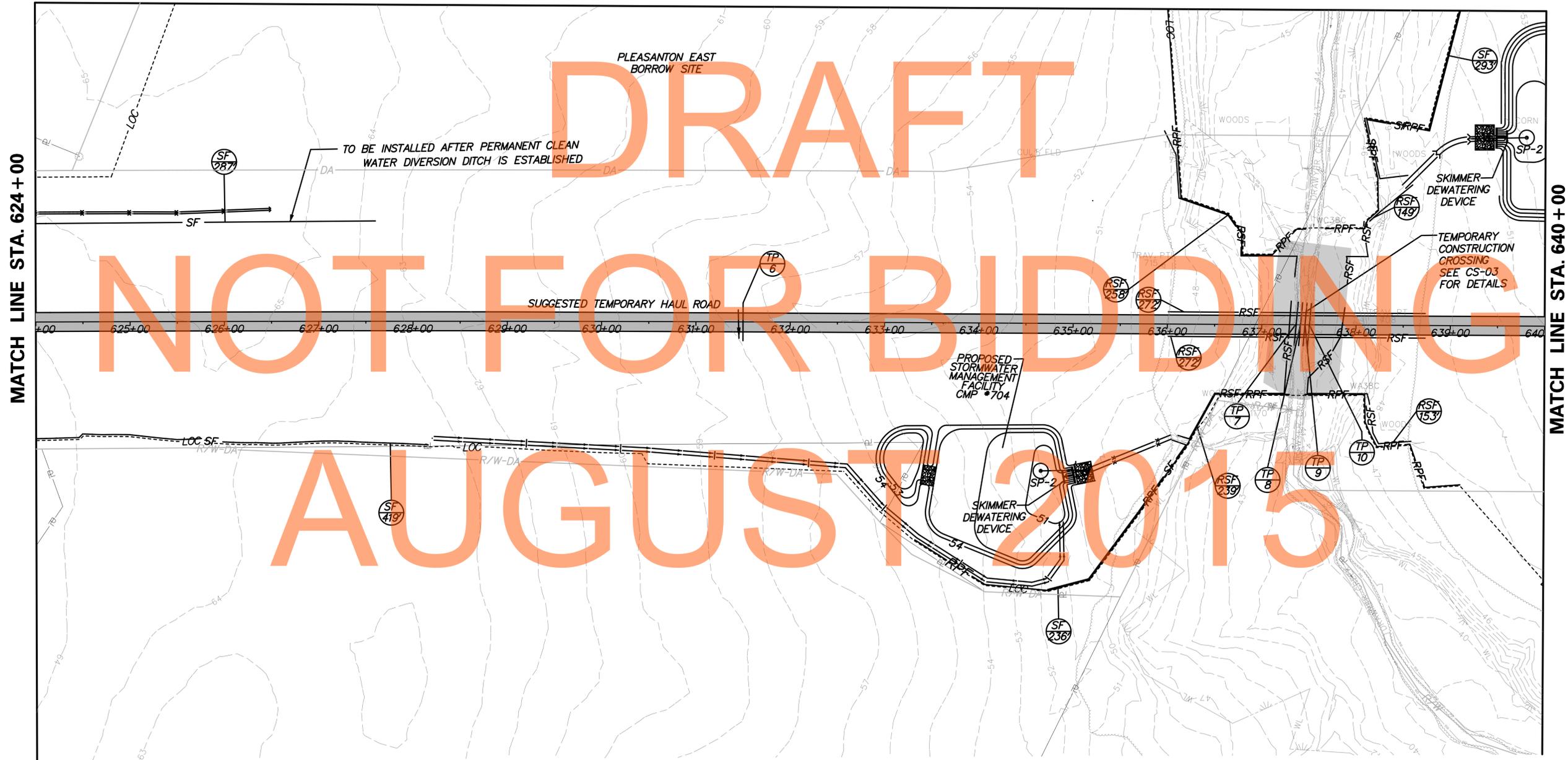
CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 1

CS-08
SHEET NO. 191
TOTAL SHTS. 240

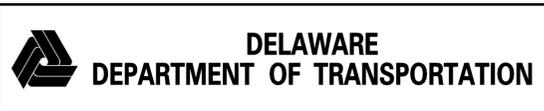
TEMPORARY PIPE (TP)				
NO.	STATION-OFFSET	SIZE/TYPE	L. F.	REMARKS
TP 6	631+50 00'	24" HDPE	40	@ US 301
TP 7	637+37 00'	36" HDPE	45	@ US 301
TP 8	637+41 00'	36" HDPE	45	@ US 301
TP 9	637+46 00'	36" HDPE	45	@ US 301
TP 10	637+51 00'	36" HDPE	45	@ US 301



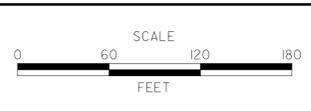
MATCH LINE SHEET CS-10



\$FILES \$DATES



ADDENDUMS / REVISIONS	

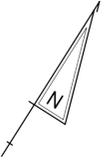


US 301,  
NORFOLK SOUTHERN RR TO SR 896

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-09
SHEET NO. 192
TOTAL SHTS. 240



**DRAFT**  
**NOT FOR BIDDING**  
**AUGUST 2015**



MATCH LINE SHEET CS-12

MATCH LINE SHEET CS-09

\$DATES  
\$FILES



ADDENDUMS / REVISIONS	

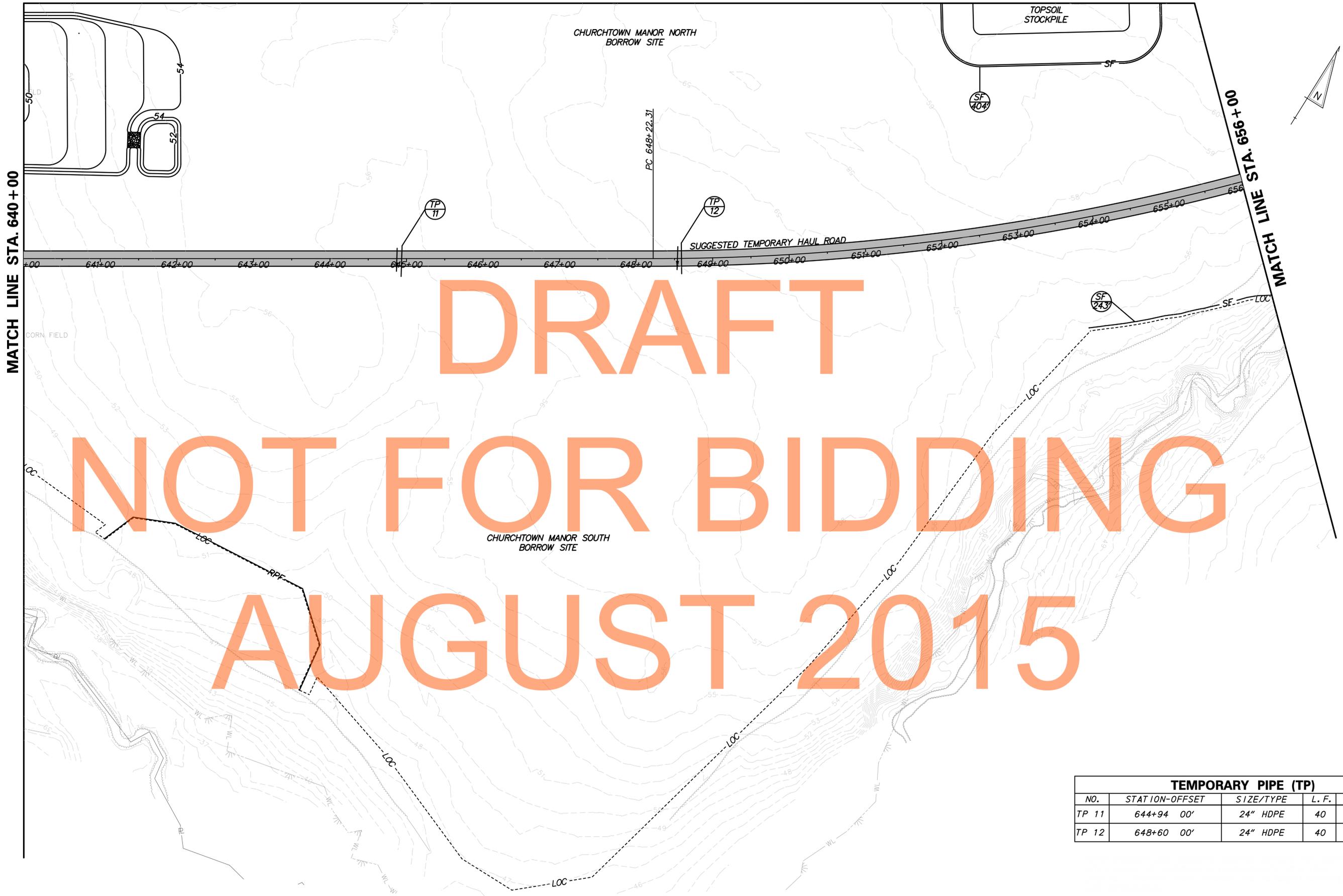


**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

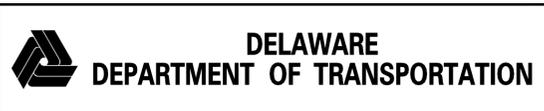
<b>CS-10</b>
SHEET NO. 193
TOTAL SHTS. 240



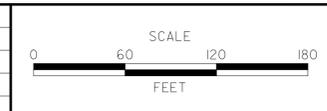
DRAFT  
NOT FOR BIDDING  
AUGUST 2015

TEMPORARY PIPE (TP)				
NO.	STATION-OFFSET	SIZE/TYPE	L. F.	REMARKS
TP 11	644+94 00'	24" HDPE	40	@ US 301
TP 12	648+60 00'	24" HDPE	40	@ US 301

\$FILES \$DATES



ADDENDUMS / REVISIONS



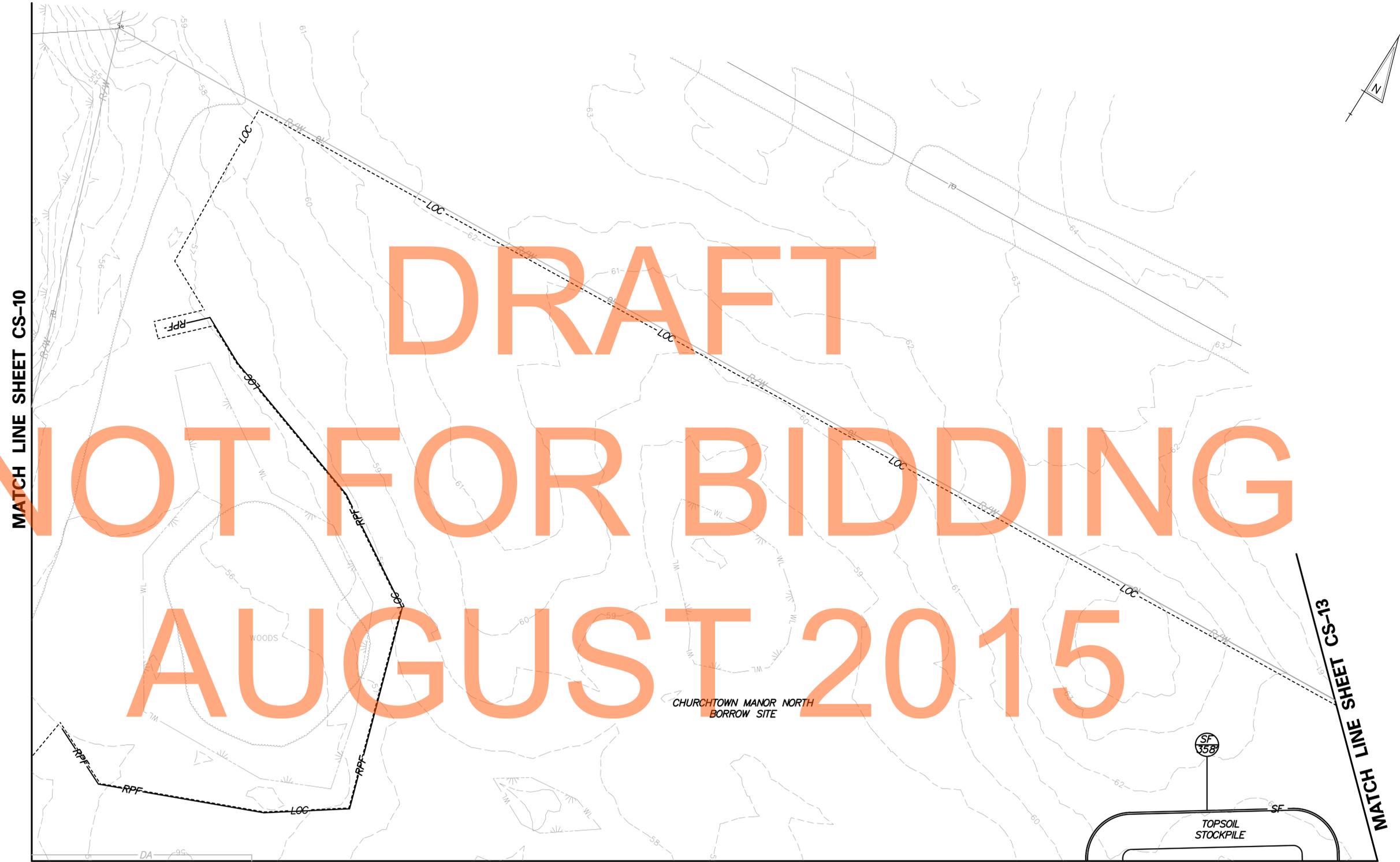
**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

<b>CS-11</b>
SHEET NO. 194
TOTAL SHTS. 240

DRAFT  
NOT FOR BIDDING  
AUGUST 2015

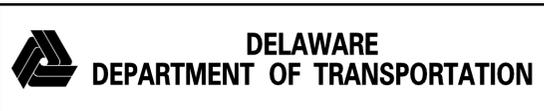
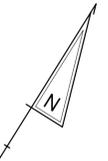


MATCH LINE SHEET CS-10

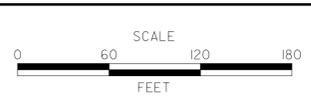
MATCH LINE SHEET CS-13

MATCH LINE SHEET CS-11

\$DATES  
\$FILES



ADDENDUMS / REVISIONS	

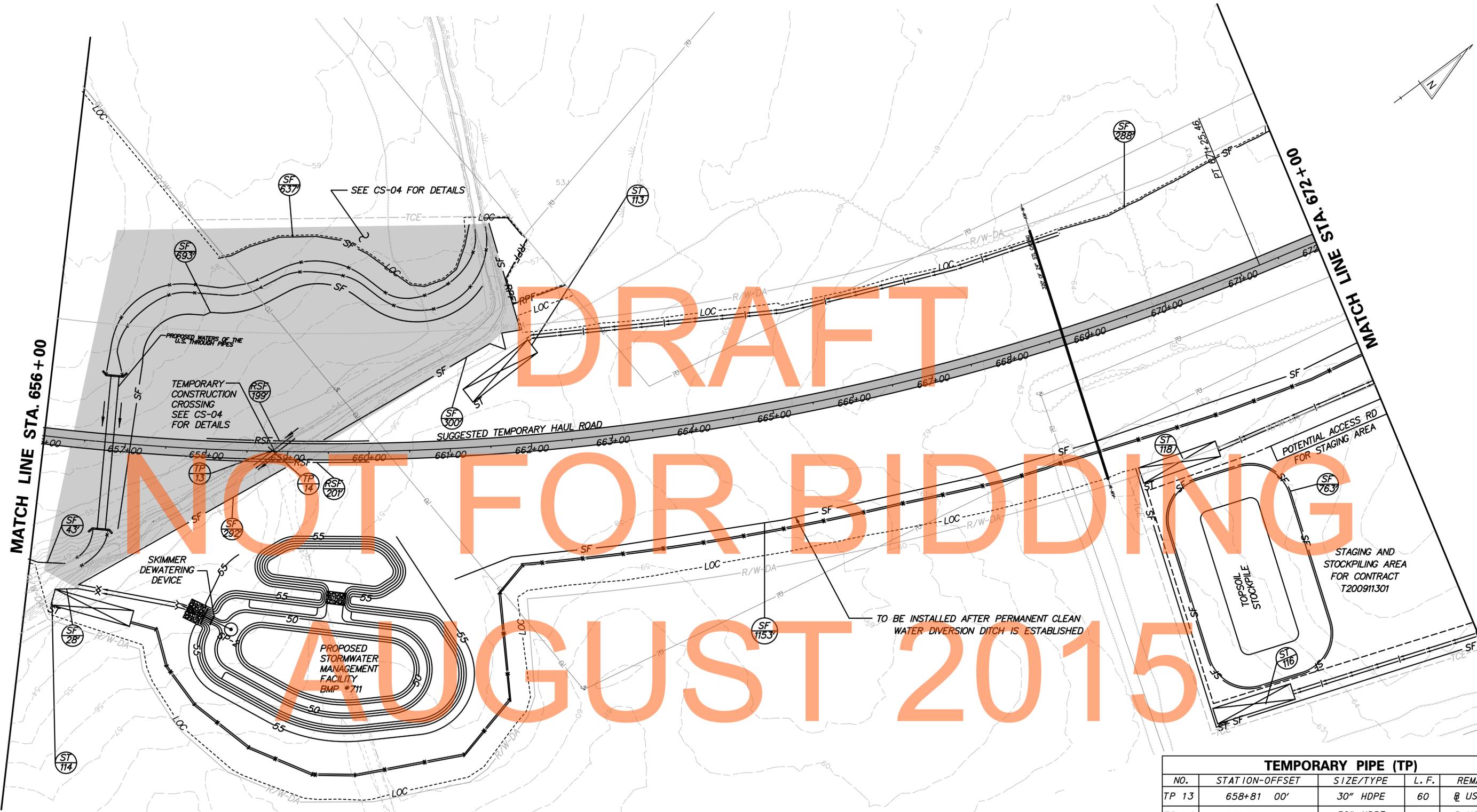


**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

<b>CS-12</b>
SHEET NO. 195
TOTAL SHTS. 240

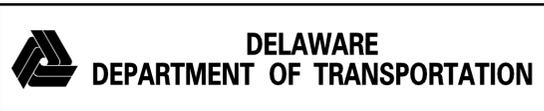


DRAFT  
NOT FOR BIDDING  
AUGUST 2015

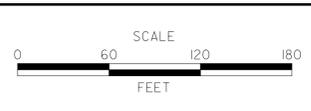
TEMPORARY PIPE (TP)				
NO.	STATION-OFFSET	SIZE/TYPE	L. F.	REMARKS
TP 13	658+81 00'	30" HDPE	60	@ US 301
TP 14	658+88 00'	30" HDPE	60	@ US 301

SEDIMENT TRAP SCHEDULE									
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.
113	2.12AC	80.00'	30.00'	4.00'	SCD	56.00'	54.00'	5.00'	57.50'
114	2.98AC	110.00'	30.00'	4.00'	SCD	62.50'	60.50'	6.00'	64.00'
116	3.84AC	100.00'	30.00'	4.00'	SCD	62.50'	60.50'	6.00'	64.00'
118	2.73AC	85.00'	35.00'	4.00'	SCD	63.00'	61.00'	6.00'	64.50'

\$FILES \$DATES



ADDENDUMS / REVISIONS	



**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

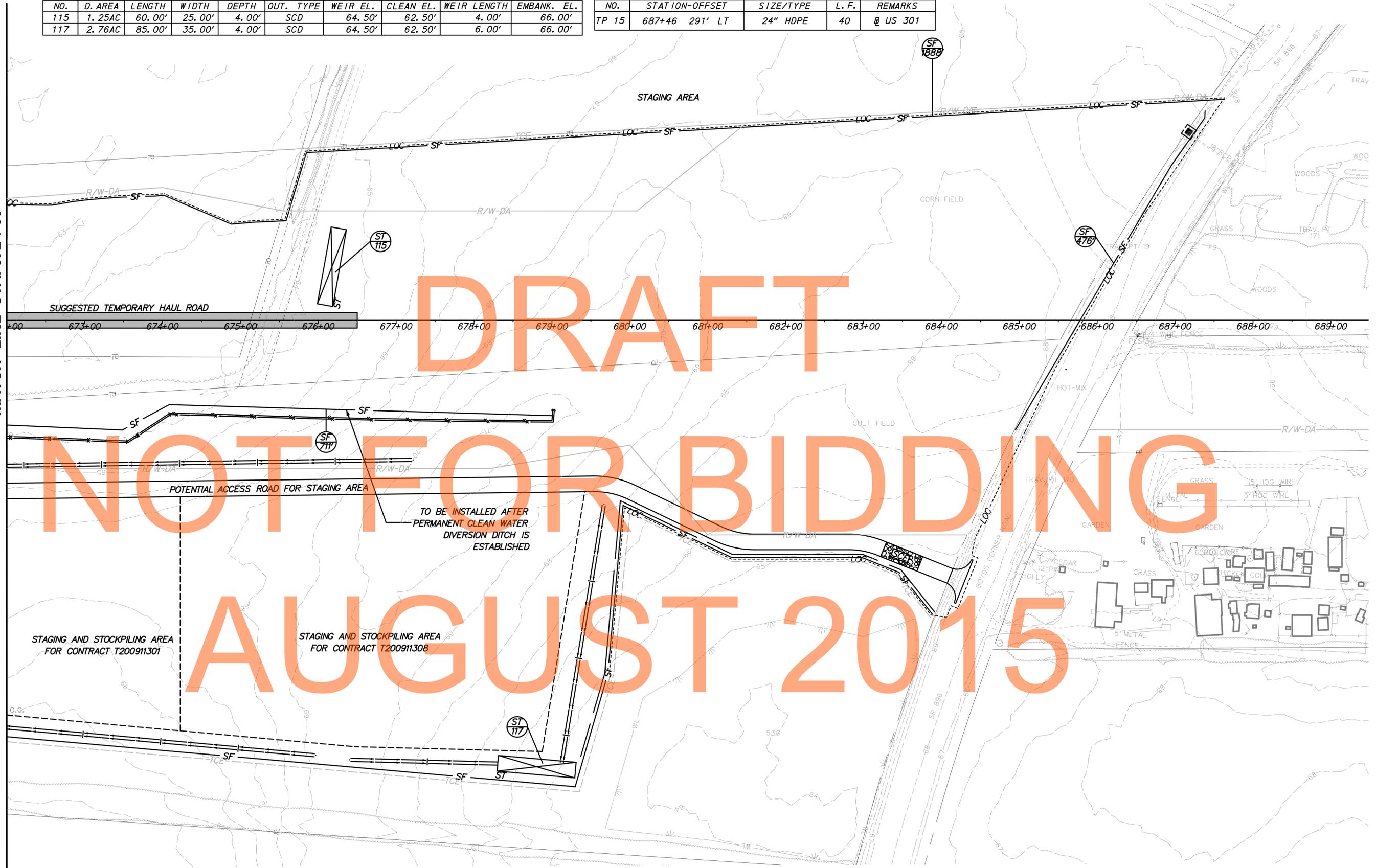
**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 1**

CS-13
SHEET NO. 196
TOTAL SHTS. 240

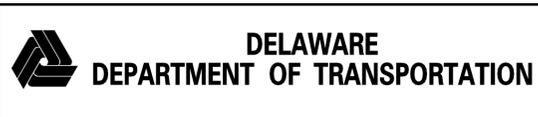
SEDIMENT TRAP SCHEDULE									
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.
115	1.25AC	60.00'	25.00'	4.00'	SCD	64.50'	62.50'	4.00'	66.00'
117	2.76AC	85.00'	35.00'	4.00'	SCD	64.50'	62.50'	6.00'	66.00'

TEMPORARY PIPE (TP)				
NO.	STATION-OFFSET	SIZE/TYPE	L. F.	REMARKS
TP 15	687+46 291' LT	24" HDPE	40	@ US 301

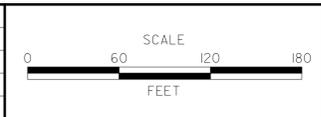
MATCH LINE STA. 672+00



\$DATES  
\$FILES



ADDENDUMS / REVISIONS	

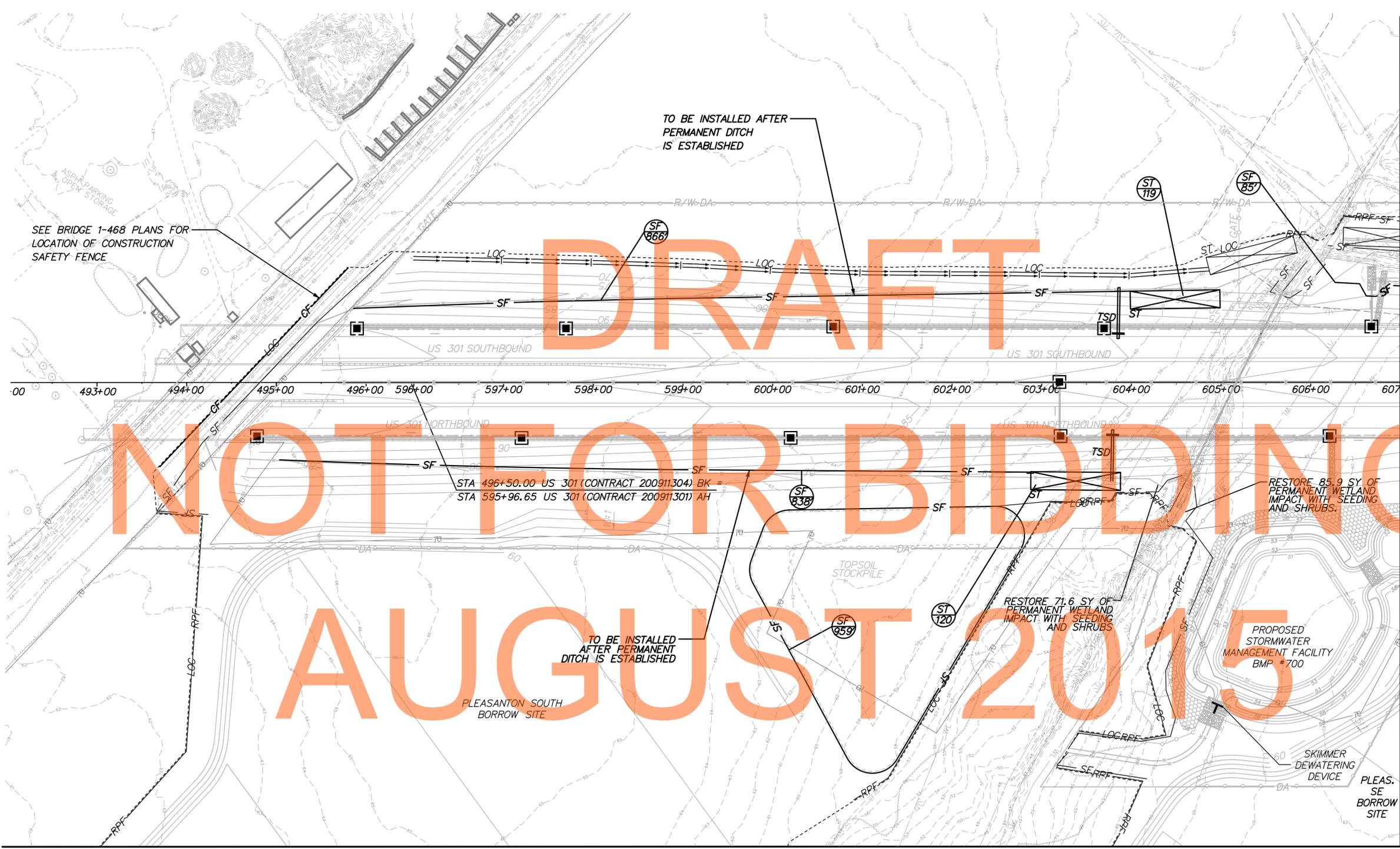
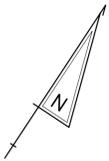


**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-14
SHEET NO. 197
TOTAL SHTS. 240



MATCH LINE STA. 607+00

NOT FOR BIDDING

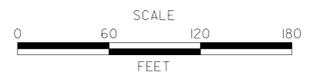
MATCH LINE SHEET CS-16

NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.

SEDIMENT TRAP SCHEDULE									
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.
119	2.30AC	102.00'	25.00'	4.00'	SCD	59.00'	57.00'	5.00'	60.50'
120	2.28AC	102.00'	25.00'	4.00'	SCD	57.50'	55.50'	5.00'	59.00'



ADDENDUMS / REVISIONS	



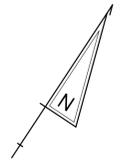
**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-15
SHEET NO. 198
TOTAL SHTS. 240

MATCH LINE SHEET CS-014



MATCH LINE SHEET CS-18

\$FILES \$DATES

NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.



**DELAWARE**  
**DEPARTMENT OF TRANSPORTATION**

ADDENDUMS / REVISIONS

NO.	DATE	DESCRIPTION



**US 301,**  
**NORFOLK SOUTHERN RR TO SR 896**

CONTRACT	BRIDGE NO.
T200911301	
COUNTY	DESIGNED BY: WJD
NEW CASTLE	CHECKED BY: MAA

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

CS-16
SHEET NO.
199
TOTAL SHTS.
240

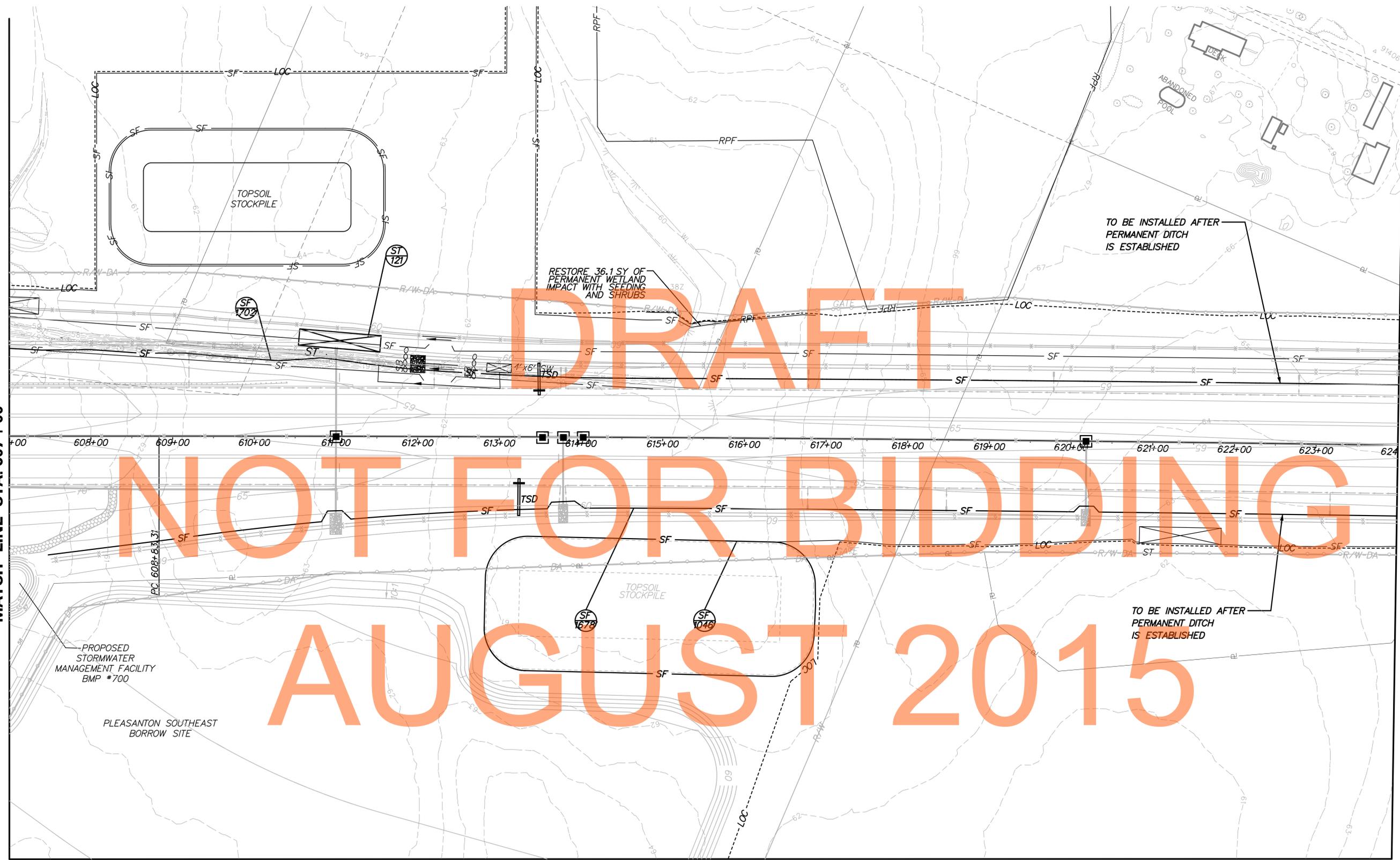
DRAFT

NOT FOR BIDDING

AUGUST 2015

MATCH LINE STA. 607 + 00

MATCH LINE STA. 624 + 00



**MATCH LINE SHEET CS-18**

NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.

SEDIMENT TRAP SCHEDULE									
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.
121	5.14AC	150.00'	25.00'	4.00'	SCD	58.50'	56.50'	12.00'	60.00'



ADDENDUMS / REVISIONS	



**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

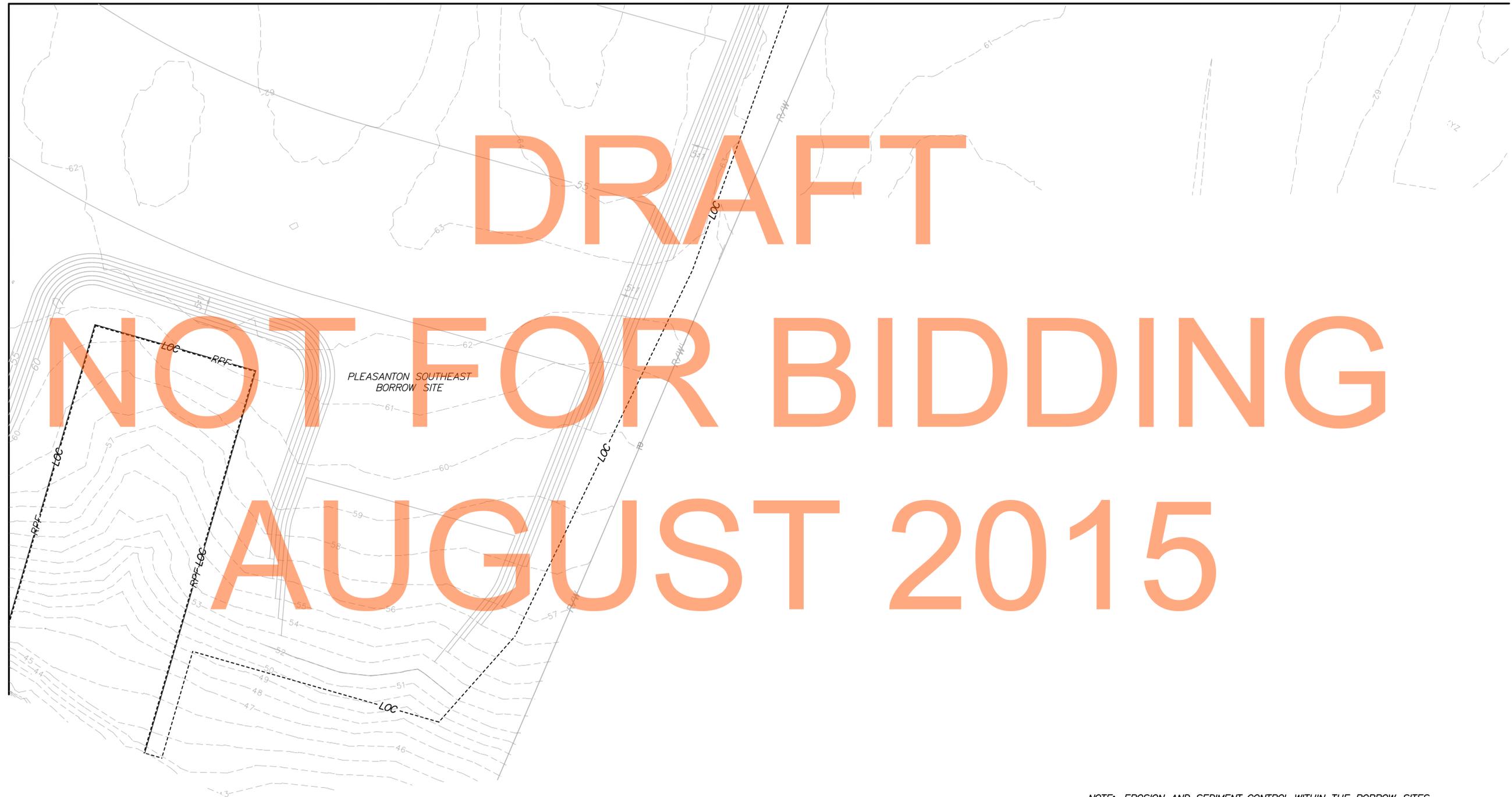
**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 2**

<b>CS-17</b>
SHEET NO. 200
TOTAL SHTS. 240



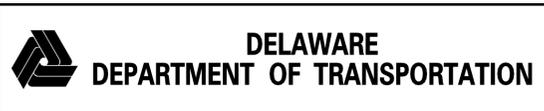
MATCH LINE SHEET CS-17

MATCH LINE SHEET CS-04

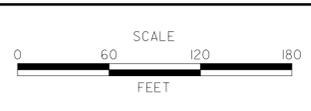


\$DATES  
\$FILES

NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.



ADDENDUMS / REVISIONS	



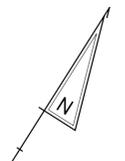
US 301,  
NORFOLK SOUTHERN RR TO SR 896

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

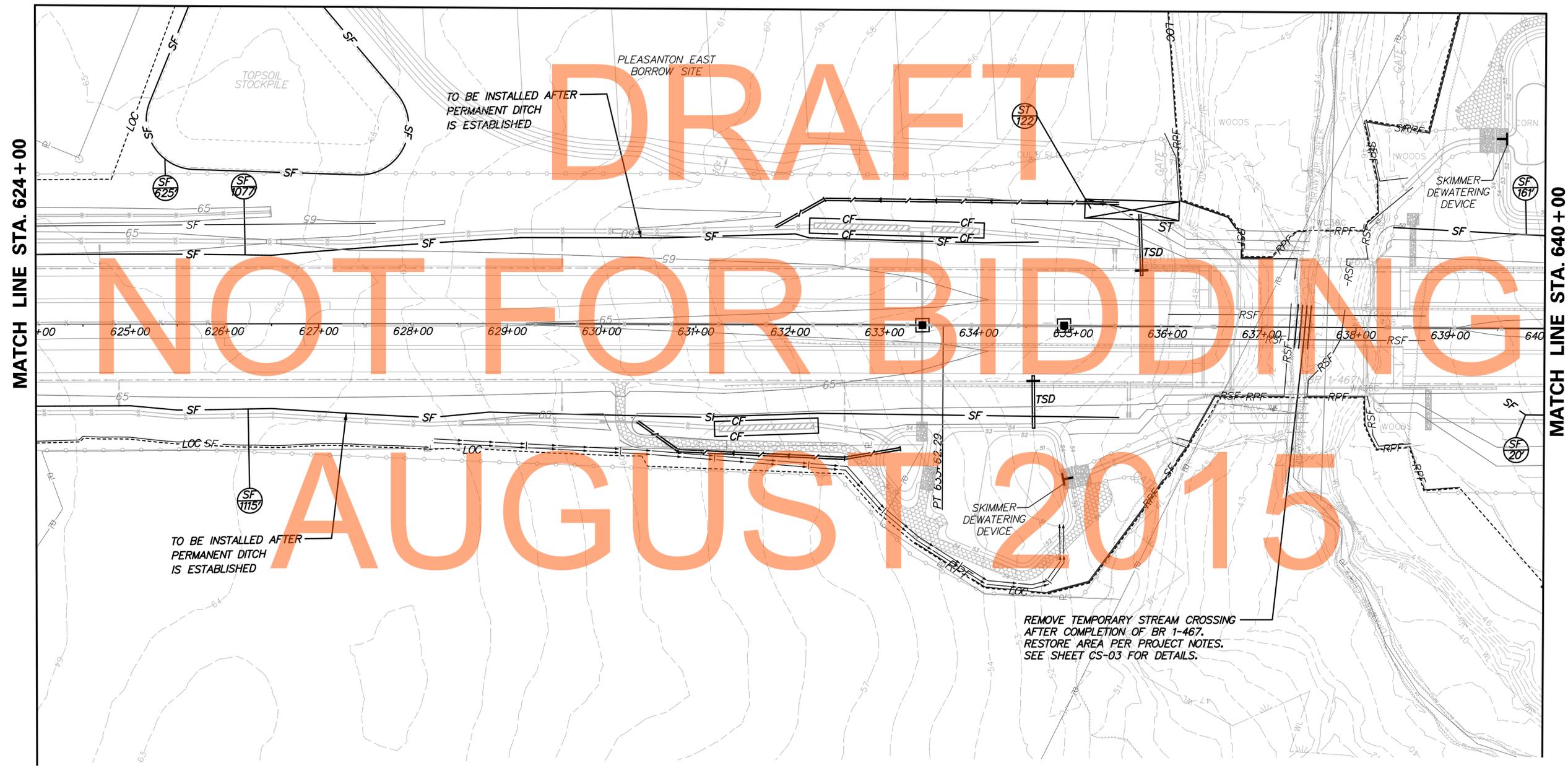
CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 2

CS-18
SHEET NO. 201
TOTAL SHTS. 240

SEDIMENT TRAP SCHEDULE									
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.
122	2.56AC	115.00'	25.00'	4.00'	SCD	49.00'	47.00'	6.00'	50.50'

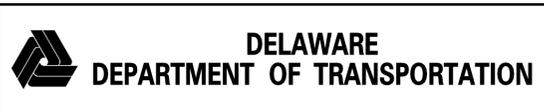


MATCH LINE SHEET CS-20

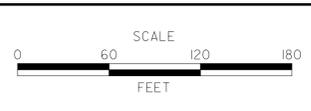


\$FILES \$DATES

NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.



ADDENDUMS / REVISIONS

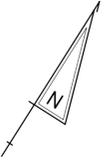


US 301,  
NORFOLK SOUTHERN RR TO SR 896

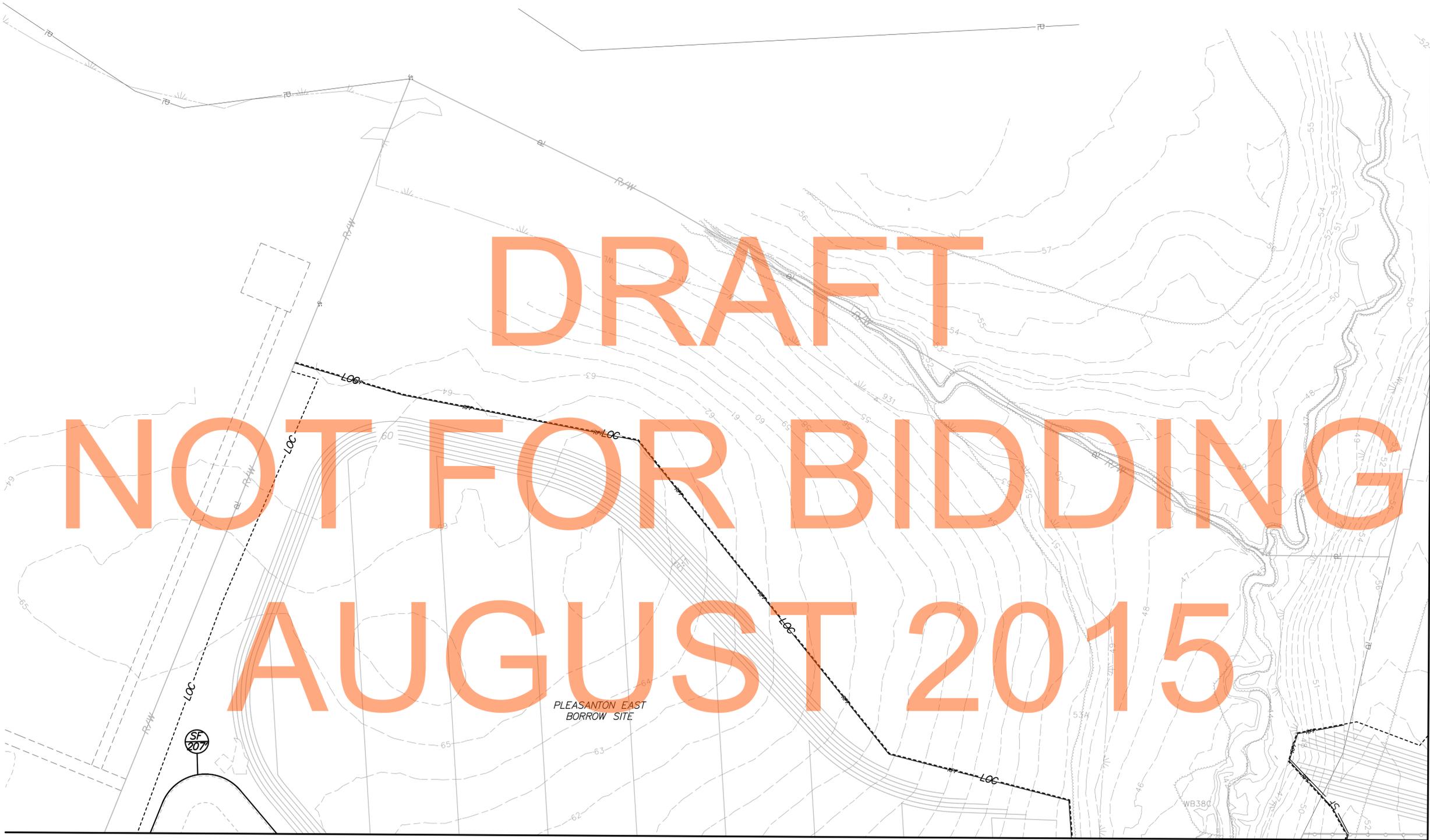
CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-19
SHEET NO. 202
TOTAL SHTS. 240



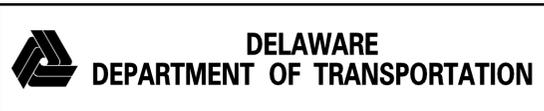
DRAFT  
NOT FOR BIDDING  
AUGUST 2015



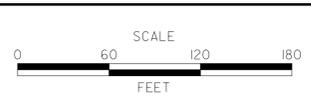
MATCH LINE SHEET CS-19

NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.

\$DATES  
\$FILES



ADDENDUMS / REVISIONS	



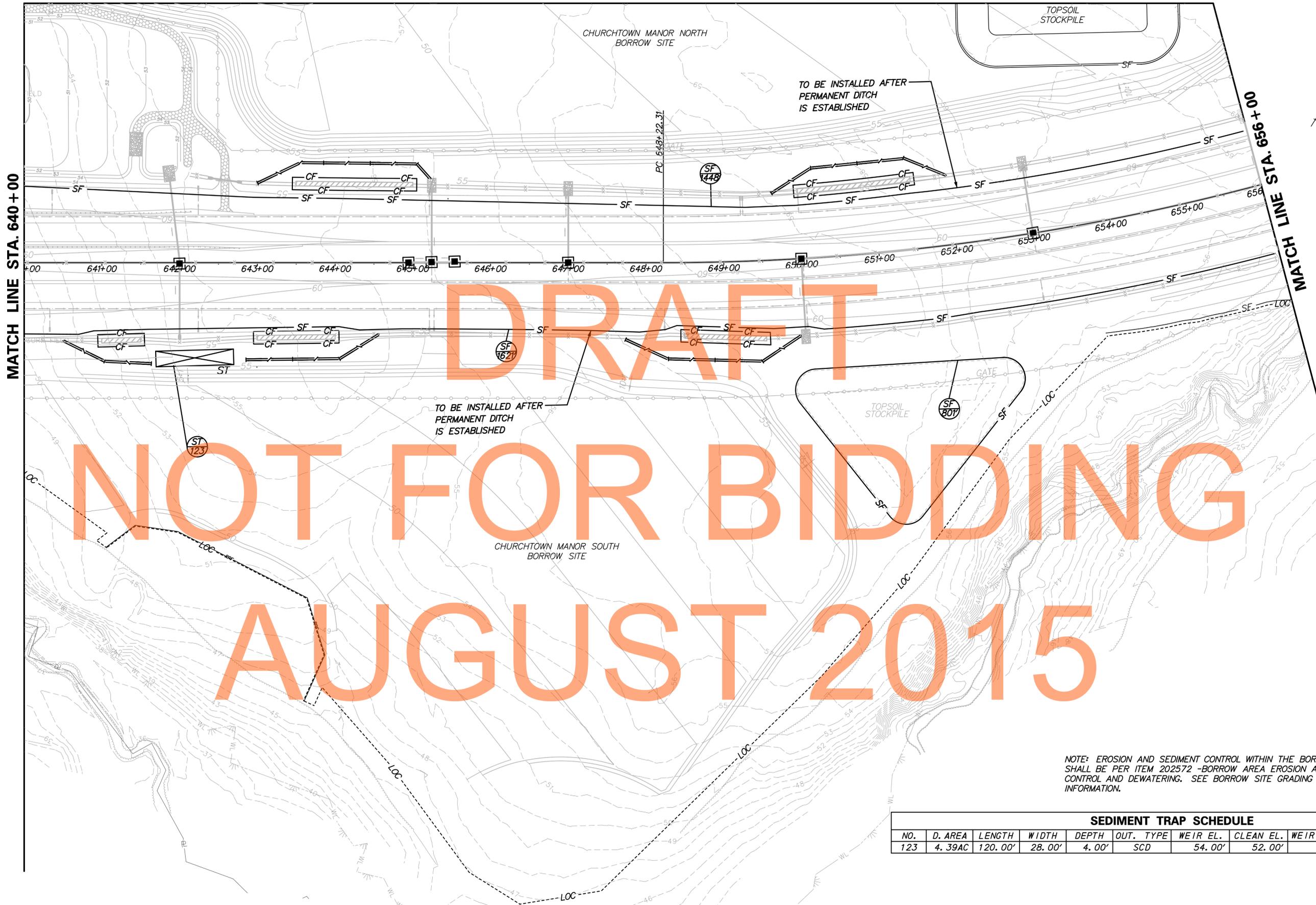
US 301,  
NORFOLK SOUTHERN RR TO SR 896

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-20
SHEET NO. 203
TOTAL SHTS. 240

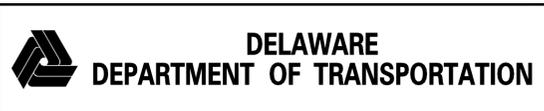
MATCH LINE SHEET CS-22



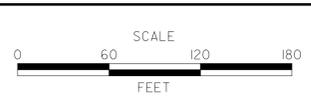
NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.

SEDIMENT TRAP SCHEDULE									
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.
123	4.39AC	120.00'	28.00'	4.00'	SCD	54.00'	52.00'	10.00'	55.50'

\$FILES \$DATES



ADDENDUMS / REVISIONS	



US 301,  
NORFOLK SOUTHERN RR TO SR 896

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-21
SHEET NO. 204
TOTAL SHTS. 240

DRAFT

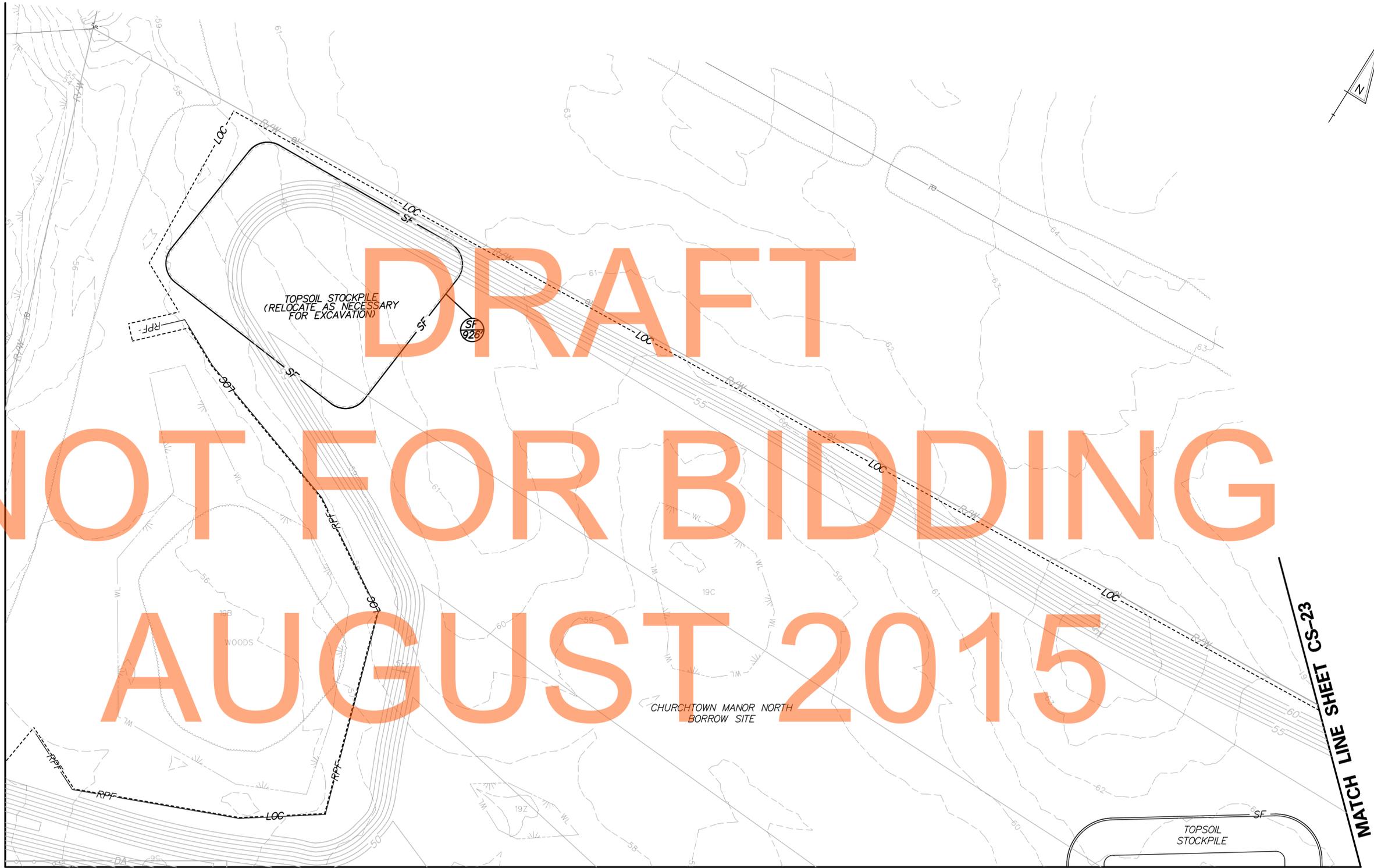
NOT FOR BIDDING

AUGUST 2015

MATCH LINE SHEET CS-20

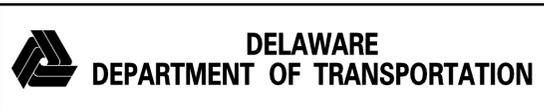
MATCH LINE SHEET CS-23

MATCH LINE SHEET CS-21

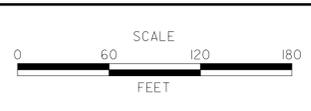


\$DATES  
\$FILES

*NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.*



ADDENDUMS / REVISIONS	

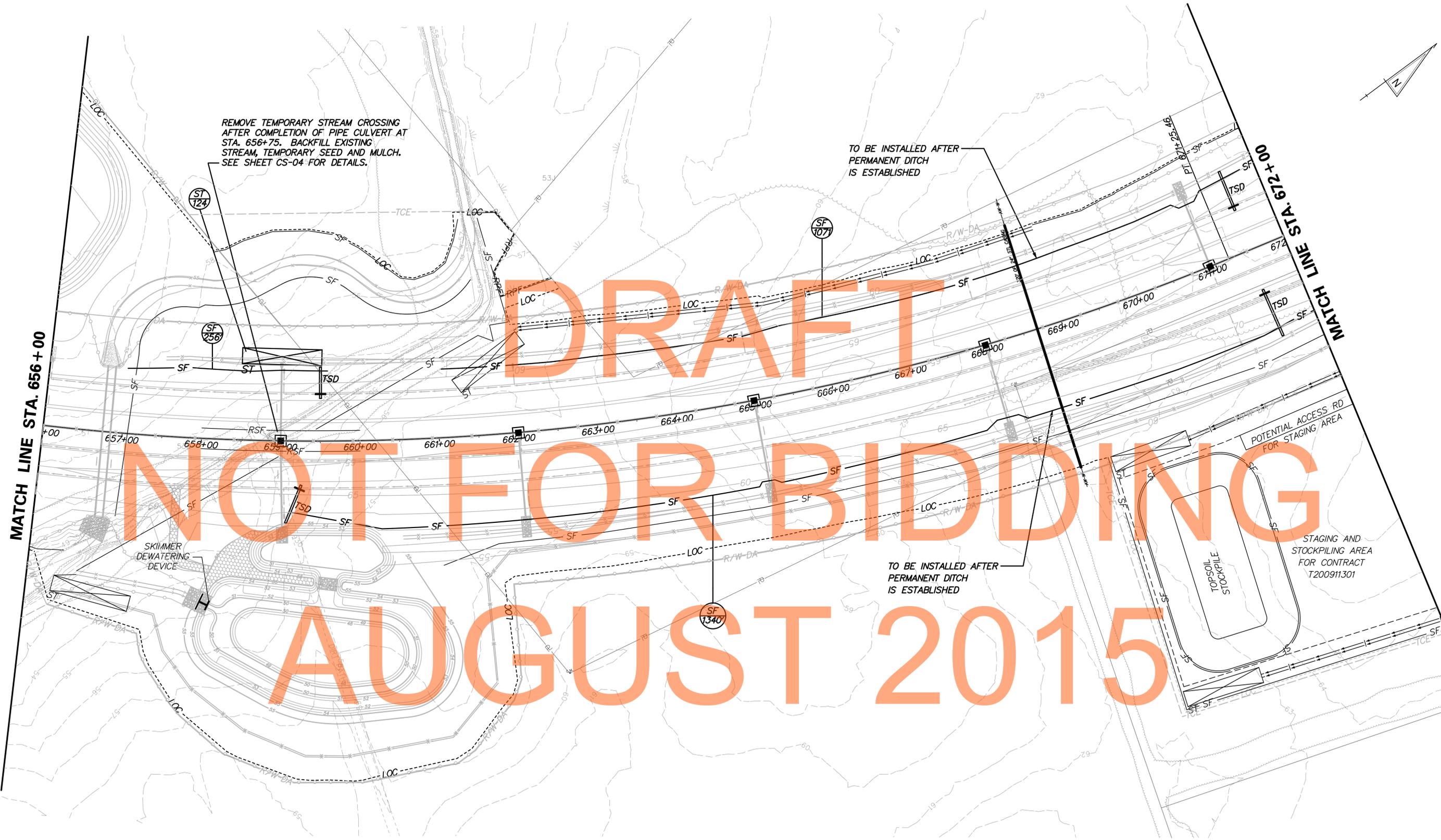


**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

<b>CS-22</b>
SHEET NO. 205
TOTAL SHTS. 240

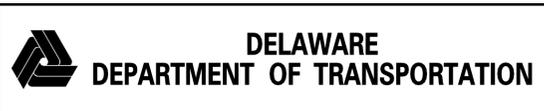


DRAFT  
NOT FOR BIDDING  
AUGUST 2015

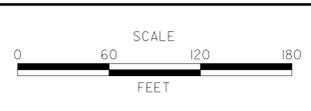
SEDIMENT TRAP SCHEDULE										
NO.	D. AREA	LENGTH	WIDTH	DEPTH	OUT. TYPE	WEIR EL.	CLEAN EL.	WEIR LENGTH	EMBANK. EL.	
124	6.56AC	150.00'	45.00'	4.00'	SCD	54.00'	52.00'	16.00'	55.50'	

NOTE: EROSION AND SEDIMENT CONTROL WITHIN THE BORROW SITES SHALL BE PER ITEM 202572 -BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING. SEE BORROW SITE GRADING SHEETS FOR MORE INFORMATION.

\$FILES \$DATES



ADDENDUMS / REVISIONS

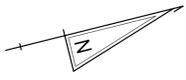


**US 301,  
NORFOLK SOUTHERN RR TO SR 896**

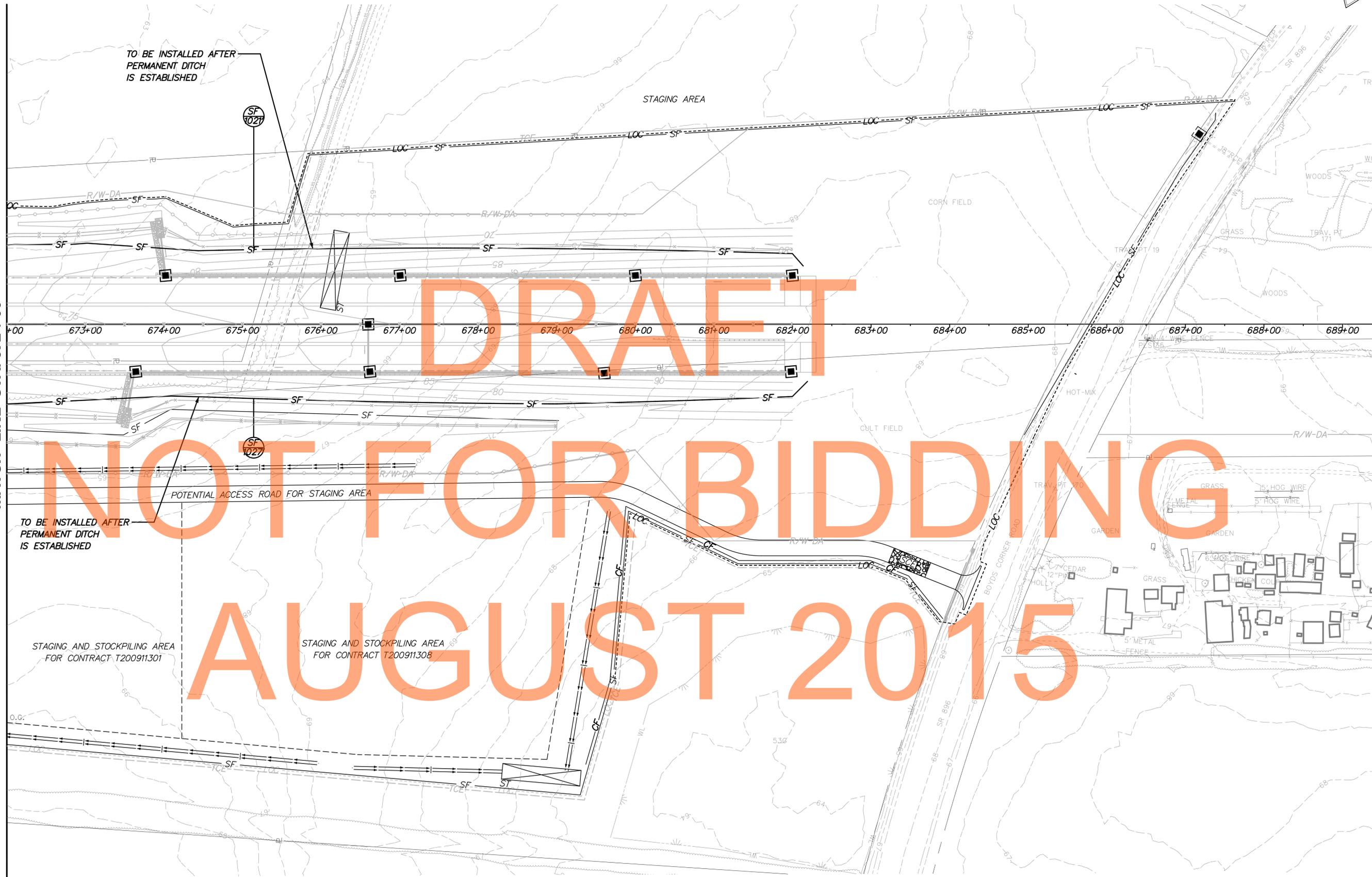
CONTRACT T200911301	BRIDGE NO.
COUNTY NEW CASTLE	DESIGNED BY: WJD
	CHECKED BY: MAA

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

CS-23
SHEET NO. 206
TOTAL SHTS. 240



MATCH LINE STA. 672 + 00



\$FILES \$DATES



ADDENDUMS / REVISIONS



US 301,  
NORFOLK SOUTHERN RR TO SR 896

CONTRACT	BRIDGE NO.	
T200911301	DESIGNED BY:	WJD
COUNTY	CHECKED BY:	MAA
NEW CASTLE		

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

CS-24
SHEET NO.
207
TOTAL SHTS.
240