

THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION



CONSTRUCTION PLANS FOR:

I-95 AND SR 896 INTERCHANGE

CONTRACT NUMBER: T201609002
FEDERAL AID PROJECT NUMBER: IM-N060(44)

COUNTY: NEW CASTLE M.R. #: N056

U.S. CUSTOMARY
UNITS

FINAL PLANS

LIMIT OF CONTRACT
STATION 409+25

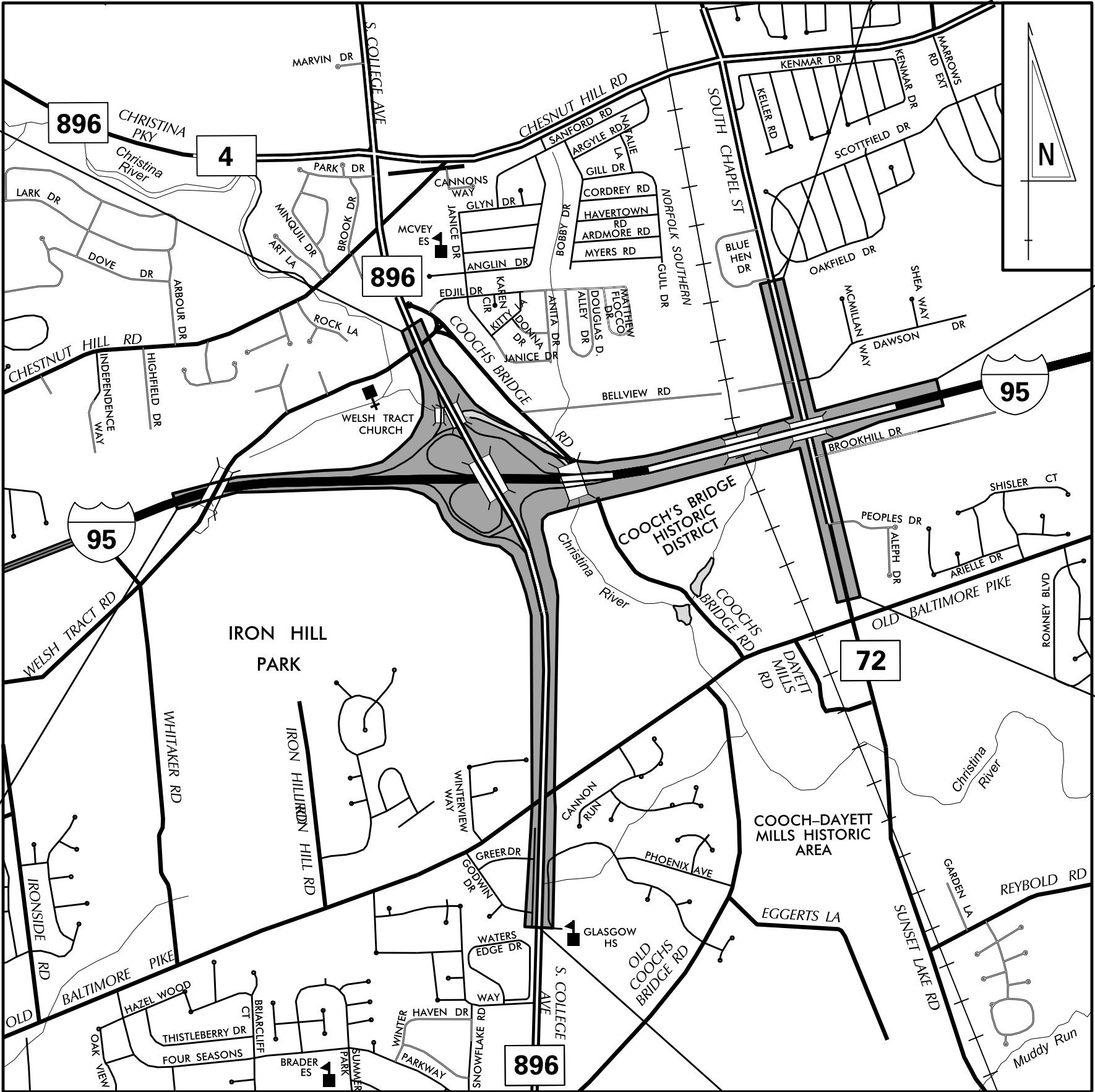
END CONTRACT
STATION 78+50

END CONTRACT
STATION 210+50

END CONTRACT
STATION 115+00

BEGIN CONTRACT
STATION 93+75

LIMIT OF CONTRACT
STATION 305+50



LOCATION MAP
NOT TO SCALE

DESIGN DESIGNATION

MRD #: N056	ROAD NAME: I-95		
FUNCTIONAL CLASS: INTERSTATE		D.H.V. PROJECTED: 18,605	YEAR: 2040
TYPE OF CONSTRUCTION: NEW CONSTRUCTION		DESIGN SPEED: 70 M.P.H.	
A.A.D.T. CURRENT: 126,745	YEAR: 2016	TRUCKS: 11 %	
A.A.D.T. PROJECTED: 178,710	YEAR: 2040	DIRECTION OF DISTRIBUTION: 59 %	
MRD #: N387	ROAD NAME: S. COLLEGE AVENUE (SR 896)		
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL		D.H.V. PROJECTED: 7,335	YEAR: 2040
TYPE OF CONSTRUCTION: NEW CONSTRUCTION		DESIGN SPEED: 55 M.P.H. / 40 M.P.H.	
A.A.D.T. CURRENT: 49,200	YEAR: 2016	TRUCKS: 16 %	
A.A.D.T. PROJECTED: 69,865	YEAR: 2040	DIRECTION OF DISTRIBUTION: 62 %	
MRD #: 6011	ROAD NAME: RAMP A		
FUNCTIONAL CLASS: INTERSTATE RAMP		D.H.V. PROJECTED: 1,655	YEAR: 2040
TYPE OF CONSTRUCTION: NEW CONSTRUCTION		DESIGN SPEED: 40 M.P.H.	
A.A.D.T. CURRENT: 12,115	YEAR: 2016	TRUCKS: 6 %	
A.A.D.T. PROJECTED: 16,475	YEAR: 2040	DIRECTION OF DISTRIBUTION: N/A	
MRD #: 6018	ROAD NAME: RAMP C		
FUNCTIONAL CLASS: INTERSTATE RAMP		D.H.V. PROJECTED: 2,255	YEAR: 2040
TYPE OF CONSTRUCTION: NEW CONSTRUCTION		DESIGN SPEED: 40 M.P.H.	
A.A.D.T. CURRENT: 13,995	YEAR: 2016	TRUCKS: 6 %	
A.A.D.T. PROJECTED: 19,400	YEAR: 2040	DIRECTION OF DISTRIBUTION: N/A	
MRD #: 6017	ROAD NAME: RAMP D		
FUNCTIONAL CLASS: INTERSTATE RAMP		D.H.V. PROJECTED: 1,490	YEAR: 2040
TYPE OF CONSTRUCTION: NEW CONSTRUCTION		DESIGN SPEED: 50 M.P.H. / 35 M.P.H.	
A.A.D.T. CURRENT: 10,665	YEAR: 2016	TRUCKS: 6 %	
A.A.D.T. PROJECTED: 14,930	YEAR: 2040	DIRECTION OF DISTRIBUTION: N/A	
MRD #: 6015	ROAD NAME: RAMP F/G		
FUNCTIONAL CLASS: INTERSTATE RAMP		D.H.V. PROJECTED: 290	YEAR: 2040
TYPE OF CONSTRUCTION: NEW CONSTRUCTION		DESIGN SPEED: 35 M.P.H.	
A.A.D.T. CURRENT: 2,015	YEAR: 2016	TRUCKS: 11 %	
A.A.D.T. PROJECTED: 3,225	YEAR: 2040	DIRECTION OF DISTRIBUTION: N/A	
MRD #: 6013 & 6016	ROAD NAME: RAMP H/I		
FUNCTIONAL CLASS: INTERSTATE RAMP		D.H.V. PROJECTED: 250	YEAR: 2040
TYPE OF CONSTRUCTION: NEW CONSTRUCTION		DESIGN SPEED: 35 M.P.H.	
A.A.D.T. CURRENT: 1,460	YEAR: 2016	TRUCKS: 11 %	
A.A.D.T. PROJECTED: 2,770	YEAR: 2040	DIRECTION OF DISTRIBUTION: N/A	
MRD #: 6012	ROAD NAME: RAMP J		
FUNCTIONAL CLASS: INTERSTATE RAMP		D.H.V. PROJECTED: 2,510	YEAR: 2040
TYPE OF CONSTRUCTION: NEW CONSTRUCTION		DESIGN SPEED: 40 M.P.H.	
A.A.D.T. CURRENT: 15,980	YEAR: 2016	TRUCKS: 6 %	
A.A.D.T. PROJECTED: 22,050	YEAR: 2040	DIRECTION OF DISTRIBUTION: N/A	
MRD #: 0356	ROAD NAME: SR 72		
FUNCTIONAL CLASS: URBAN ARTERIAL		D.H.V. PROJECTED: 3,300	YEAR: 2040
TYPE OF CONSTRUCTION: RECONSTRUCTION		DESIGN SPEED: 50 M.P.H.	
A.A.D.T. CURRENT: 30,800	YEAR: 2020	TRUCKS: 9 %	
A.A.D.T. PROJECTED: 34,000	YEAR: 2040	DIRECTION OF DISTRIBUTION: 57 %	

APPROVED DESIGN EXCEPTIONS

DESIGN PARAMETER	REQUIRED	PROVIDED	DATE

ADDENDA/ REVISIONS

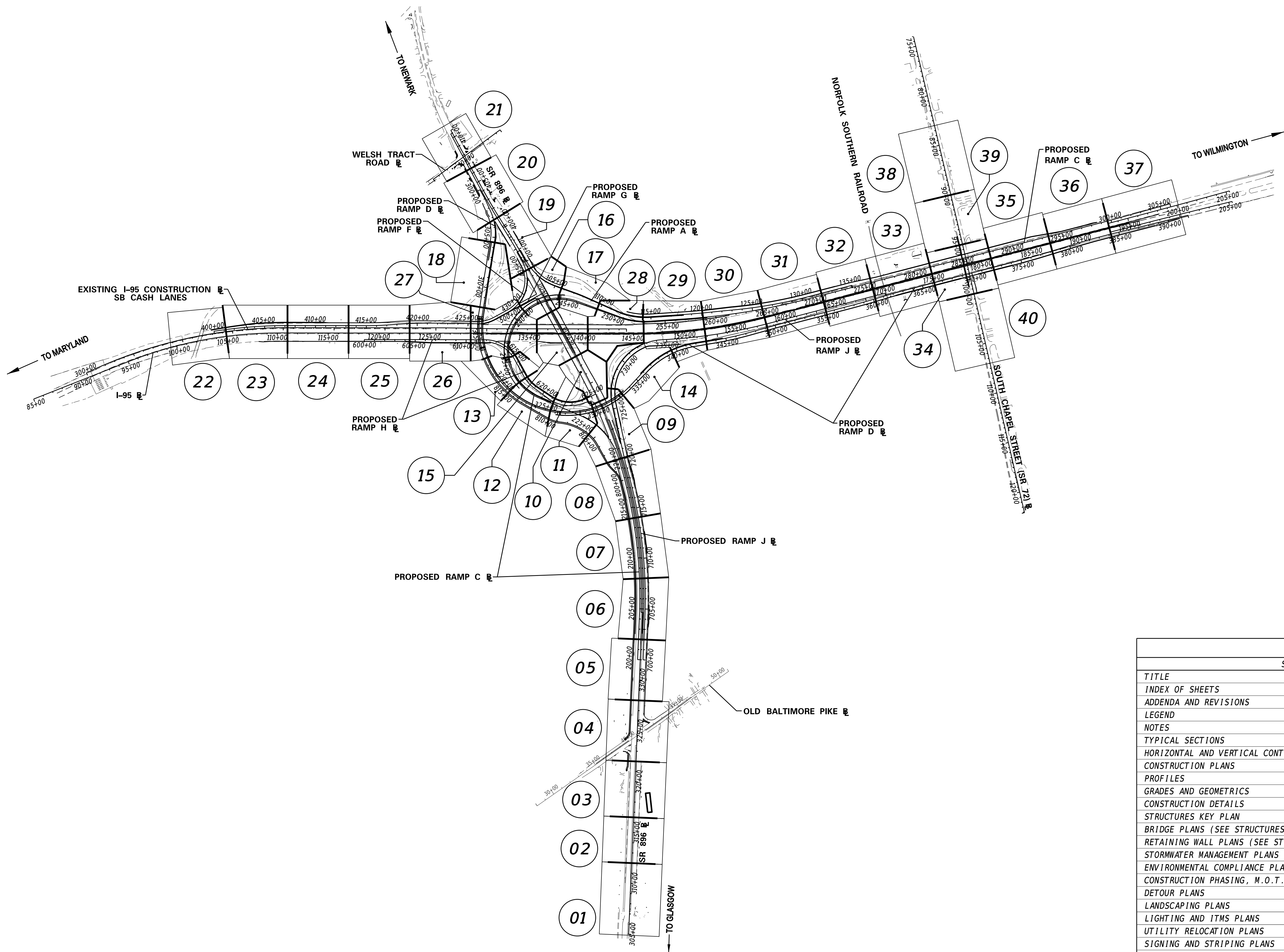
ASSOCIATED CONTRACTS

CONTRACT NO.	CONTRACT NAME
7228	DELAWARE TURNPIKE WIDENING AND IMPROVEMENT PROGRAM ROUTE 896
I-1(41)	INTERSTATE HIGHWAY ROUTE F.A.I.-I DELAWARE TURNPIKE
87-108-02	SR 896, I-95 TO SR 4
87-108-03	SR 896, NORTH OF 40 TO I-95
83-103-02	SR 72, (OLD BALTIMORE PIKE TO S.R. 4)
92-061-09CP	RD. 367 WELSH TRACT ROAD FROM I-95 TO SOUTH COLLEGE ROAD
96-09-001	I-95 TOLL PLAZA REHABILITATION
20-015-03	SR 72 BIKEWAY EXTENSION, DAYETT MILLS TO I-95
T201207402	INTERSTATE BRIDGE MAINTENANCE, SOUTH

APPROVED FOR ADVERTISEMENT

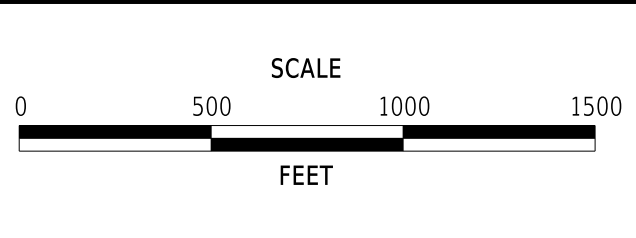
DIRECTOR OF TRANSPORTATION SOLUTIONS DATE

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ADDENDA / REVISIONS	



**I-95 AND SR 896
INTERCHANGE**

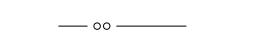



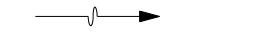

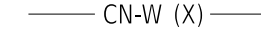

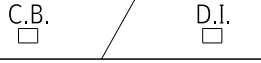



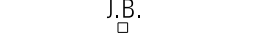






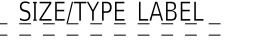


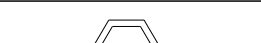
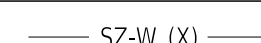
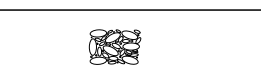













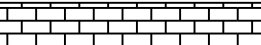




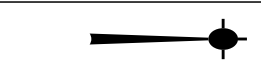

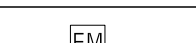
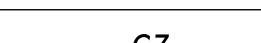


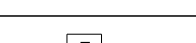
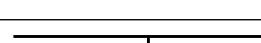







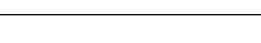
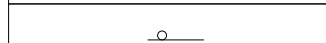



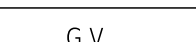
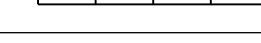
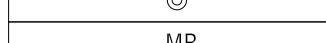
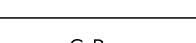

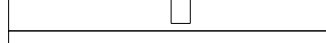
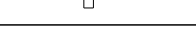

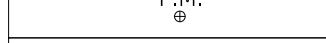
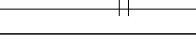

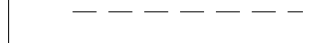



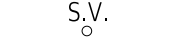
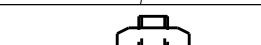

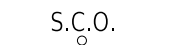



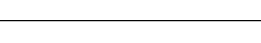
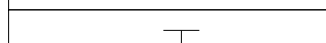
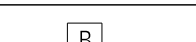
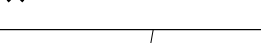
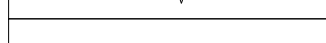

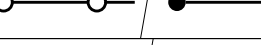
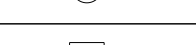


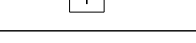
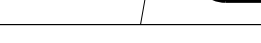

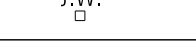
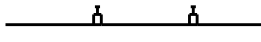
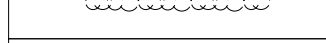

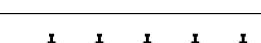
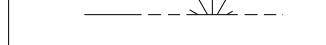

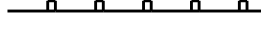


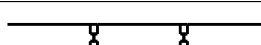


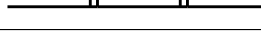

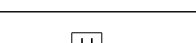
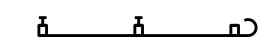

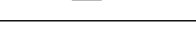
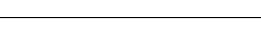
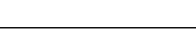


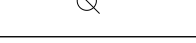
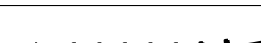
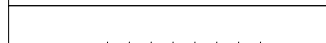
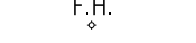
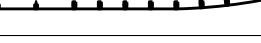
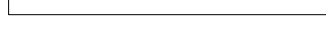

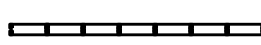
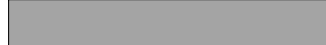
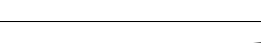


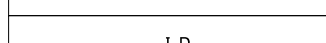

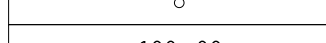

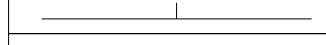
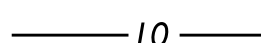
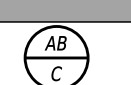


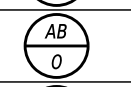

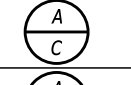
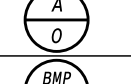

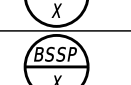
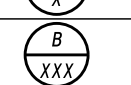
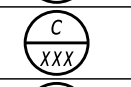
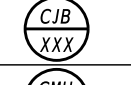
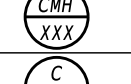
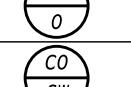

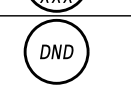
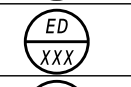
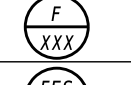

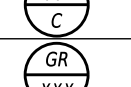
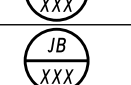
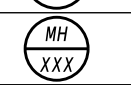
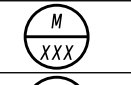
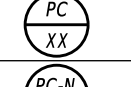
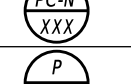
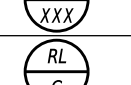
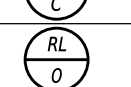
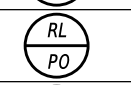
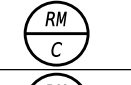
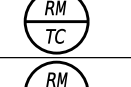



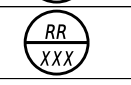
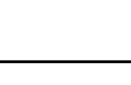
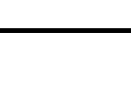



CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

INDEX OF SHEETS	

SECTION
CE
SHEET NO.
2



ADDENDA / REVISIONS		NOT TO SCALE	I-95 AND SR 896 INTERCHANGE	CONTRACT	BRIDGE NO.	N/A	ADDENDA AND REVISIONS	SECTION
				T201609002	DESIGNED BY: K. FORD			
				COUNTY				SHEET NO.
				NEW CASTLE	CHECKED BY: S. PENOZA	3		

EXISTING SYMBOLS				PROPOSED SYMBOLS			
DRAINAGE		SURVEY CONTROL & MONUMENTATION		UTILITY COMPANY FACILITIES		LANDSCAPING	
	DITCH OR STREAM CENTERLINE		SURVEY BENCHMARK LOCATION		CITY OF NEWARK - SEWER		LANDSCAPE PLANTINGS
	DIRECTIONAL STREAM FLOW ARROW		SURVEY NGS POINT LOCATION		CITY OF NEWARK - WATER		SHRUBBERY
	DRAINAGE INLET		SURVEY TIE POINT LOCATION		CITY OF NEWARK - ELECTRIC		CONIFEROUS TREE
	DRAINAGE JUNCTION BOX		SURVEY TRAVERSE POINT		DELMARVA POWER - ELECTRIC		DECIDUOUS TREE
	DRAINAGE MANHOLE		POINT OF CURVATURE OR TANGENCY		DELMARVA POWER - GAS		
	DRAINAGE PIPE AND FLOW ARROW		POINT OF INTERSECTING TANGENTS		NEW CASTLE COUNTY - SEWER		
	DRAINAGE PIPE HEADWALL				SUEZ - WATER		
	RIPRAP - AREA FEATURE				DELDOT - ELECTRIC		
	RIPRAP - LINEAR FEATURE				DELDOT - FIBER OPTIC		
				(X) REPRESENTS ASCE DEFINED SUE QUALITY LEVEL			
MANMADE ROADSIDE FEATURES		UTILITY		CONSTRUCTION		TRAFFIC	
	BOLLARD - STEEL POLE		SOIL BORING LOCATION		CONCRETE SAFETY BARRIER - PERMANENT		ITMS CONDUIT
	BOLLARD - WOOD POST		UTILITY TEST HOLE LOCATION		BIOFILTRATION SWALE		SIGNAL CONDUIT
	CURB		CABLE TV DISTRIBUTION BOX		BRICK PATTERNED SURFACE		CONDUIT JUNCTION WELL
	CURB AND GUTTER		ELECTRIC MANHOLE		BUTT JOINT		LUMINAIRE
	FENCE - CHAINLINK OR STRANDED		ELECTRIC METER		CLEAR ZONE		PAVEMENT MARKINGS
	FENCE - STOCKADE OR SPLIT RAIL		ELECTRIC TRANSFORMER		CONSTRUCTION BASELINE		PAVEMENT STRIPING
	FLAG POLE		POLE MOUNTED LUMINAIRE		CURB, TYPE 1 & TYPE 3		TRAFFIC SIGN
	GUARDRAIL - STEEL BEAM		GAS MANHOLE		CURB, TYPE 2		
	GUARDRAIL - WIRE ROPE		GAS METER		CURB & GUTTER, TYPE 1		
	LAMP AND POST - RESIDENTIAL		GAS VALVE		CURB & GUTTER, TYPE 2		
	MAILBOX		GAS PUMP - SERVICE STATION		CURB & GUTTER, TYPE 3		
	PARKING METER AND POST		RAILROAD TRACKS		CURB & GUTTER, TYPE 4		
	PAVEMENT - FLEXIBLE		SANITARY SEWER MANHOLE		CURB OPENING - SUMP / ON GRADE		
	PAVEMENT - RIGID		SANITARY SEWER VALVE		CURB OPENING WITH SIDEWALK		
	PILE - BRIDGE		SANITARY SEWER CLEANOUT OR VENT		DRAINAGE INLET		
	PILLAR OR MISCELLANEOUS POST		SEPTIC DRAIN FIELD		DITCH		
	TRAFFIC SIGN AND POST		TELEPHONE BOOTH		FENCE - METAL / FENCE - WOOD		
	WALL - BRICK OR BLOCK		TELEPHONE MANHOLE		FLARED END / SAFETY END SECTION		
	WALL - STONE		TELEPHONE TEST POINT		GUARDRAIL, TYPE 1		
NATURAL ROADSIDE FEATURES			TRAFFIC - CONDUIT JUNCTION WELL		GUARDRAIL, TYPE 2		
	HEDGEROW OR THICKET		TRAFFIC - LIGHT POLE AND BASE		GUARDRAIL, TYPE 3		
	MARSH BOUNDARY LINE		TRAFFIC - PEDESTRIAN POLE & BASE		GUARDRAIL END ANCHORAGE		
	TREE - CONIFEROUS		TRAFFIC - SIGNAL CABINET & BASE		GUARDRAIL END TREATMENT, TYPE 1		
	TREE - DECIDUOUS		TRAFFIC - SIGNAL POLE AND BASE		GUARDRAIL END TREATMENT, TYPE 2		
	TREE STUMP		UTILITY BOX		GUARDRAIL END TREATMENT, TYPE 3		
	SHRUBBERY		UTILITY POLE GUY WIRE ANCHOR		IMPACT ATTENUATOR		
	DELINEATED WETLAND BOUNDARY LINE		UTILITY POLE		JUNCTION BOX - DRAINAGE		
	WOODS LINE BOUNDARY		WATER - FIRE HYDRANT		LATERAL OFFSET		
RIGHT-OF-WAY SYMBOLS			WATER METER		LIMIT OF CONSTRUCTION		
	PROPERTY MARKER - CONCRETE MON.		WATER VALVE		MAILBOX		
	PROPERTY MARKER - IRON PIPE		WELL		MANHOLE		
	HISTORIC RIGHT-OF-WAY BASELINE		MANHOLE - UNDETERMINED OWNER		PAVEMENT PATCH		
	EXISTING RIGHT-OF-WAY				PAVEMENT REMOVAL - TOPSOIL, SEED AND MULCH		
	EXISTING PROPERTY LINE				PIPE & DIRECTIONAL FLOW ARROW		
	EXISTING EASEMENT				RIPRAP		
	EXISTING DENIAL OF ACCESS				P.C.C. SIDEWALK - 4"		
	EXISTING R/W & DENIAL OF ACCESS				RETAINING WALL		
IDENTIFIERS						PAVEMENT SECTION(S)	
	ABANDON BY CONTRACTOR		MILL AND OVERLAY PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS				RECONSTRUCTED PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS
	ABANDON BY OTHERS		DRIVEWAY AND ENTRANCE PAVEMENT - SEE NOTES FOR MATERIALS AND DEPTHS				
	ADJUST BY CONTRACTOR						
	ADJUST BY OTHERS						
	BEST MANAGEMENT PRACTICE						
	BUS STOP PAD / TYPE						
	BUS STOP WITH SHELTER PAD / TYPE						
	CONCRETE SAFETY BARRIER						
	CURB OR CURB & GUTTER						
	CONVERT TO JUNCTION BOX						
	CONVERT TO DRAINAGE MANHOLE						
	CURB OPENING - SUMP / ON GRADE						
	CURB OPENING WITH SIDEWALK						
	DRAINAGE INLET						
	DO NOT DISTURB						
	ENERGY DISSIPATOR						
	FENCE						
	FLARED END SECTION						
	FILL WITH FLOWABLE FILL						
	GUARDRAIL						
	JUNCTION BOX						
	MANHOLE						
	MONUMENT - RIGHT-OF-WAY						
	PEDESTRIAN CONNECTION / TYPE						
	PEDESTRIAN CONNECTION / TYPE WITHOUT SIDEWALK SURFACE DETECTABLE WARNING SYSTEM						
	PIPE						
	RELOCATE BY CONTRACTOR						
	RELOCATE BY OTHERS						
	RELOCATE BY PROPERTY OWNER						
	REMOVE BY CONTRACTOR						
	REMOVE BY TRAFFIC CONTRACTOR						
	REMOVE BY OTHERS						
	SAFETY END SECTION						
	UNDERDRAIN / LENGTH						
	UNDERDRAIN OUTLET PIPE						
	RIPRAP						

GENERAL NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED JUNE 2021 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2021.

2. ELECTRONIC DESIGN DATA FILES THAT WILL BE MADE AVAILABLE TO THE AWARDED CONTRACTOR, INCLUDE:

()	NONE
(X)	ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER.
(X)	EXISTING DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
(X)	PROPOSED DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
(X)	DESIGN FILE, IN .DGN FILE FORMAT, THAT CONTAINS 3D FEATURE LINES FOR THE PROPOSED DESIGN. 3D FEATURE LINES ARE FOR THE PROPOSED TOP SURFACE ELEVATION ONLY.

NOTE: THE DOCUMENT ENTITLED "RELEASE FOR DELIVERY" OF DOCUMENTS IN ELECTRONIC FORM TO A CONTRACTOR" MUST BE SIGNED BY ALL PARTIES PRIOR TO THE DELIVERY OF ANY ELECTRONIC PROJECT FILES.

NOTE: THERE MAY BE SOME AREAS OF THE PROJECT NOT INCLUDED IN THE ELECTRONIC DESIGN DATA FILE(S). IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE DESIGN DATA FILE AND DETERMINE THE LIMITS OF THE PROJECT INCLUDED.

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

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

PROJECT NOTES

SECTION 100

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

2. THE CONTRACTOR WILL CONTACT THE DELAWARE TMC AT 302-659-4600 PRIOR TO ANY UNMANNED AIRCRAFT VEHICLE (UAV) FLIGHTS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE FOLLOWING INFORMATION: THE REGISTRATION NUMBER OF THE UAV, THE FLIGHT TIME, LOCATION OF THE FLIGHT, THE PILOT'S NAME AND THE PILOT'S CONTACT NUMBER DURING THE FLIGHT.

3. DELETE STANDARD SPEC 104.9 AND REPLACE WITH: THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, SHALL BE DIRECTED TO USE MATERIALS, AS MAY BE FOUND IN THE EXCAVATIONS, THAT ARE DETERMINED TO BE SUITABLE BY THE ENGINEER FOR USE IN AREAS REQUIRING BORROW TYPES A, B, C, OR F ELSEWHERE WITHIN THE PROJECT LIMITS. PAYMENT FOR PLACING THESE MATERIALS AT LOCATIONS AS DIRECTED BY THE ENGINEER SHALL BE INCIDENTAL TO THE ITEM THAT GENERATED THE MATERIAL. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DRY OR WET THE MATERIALS, IF NEEDED, SO THAT THE MATERIALS WILL MEET THE REQUIREMENTS OF ITS INTENDED USE. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, STOCKPILE MATERIALS TO MEET THESE REQUIREMENTS, HOWEVER, MOVING THE MATERIAL FROM THE STOCKPILE AND THEN UTILIZING THE MATERIAL SHALL NOT BE MEASURED FOR PAYMENT. ALL MATERIALS ENCOUNTERED IN THE EXCAVATIONS OF THE PROJECT THAT ARE NOT USED ELSEWHERE ON THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL COSTS ASSOCIATED WITH STOCKPILING THE MATERIAL, MOVING ANY MATERIALS FROM ANY STOCKPILES, WETTING AND/OR DRYING THE MATERIAL, OR REMOVAL AND FINAL DISPOSAL SHALL BE INCIDENTAL TO THE ITEM THAT GENERATED THE MATERIAL.

SECTION 200

4. ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE (UNLESS INDICATED ON THE PLANS AS DO NOT DISTURB), BUT NOT BE LIMITED TO THE FOLLOWING: SIGN STRUCTURES AND FOUNDATIONS, TRAFFIC STRUCTURES AND FOUNDATIONS, JUNCTION WELLS, CONDUIT, WIRE, CABINET BASES, LIGHT POLES AND FOUNDATIONS, ABANDONED SIGNAL POLES AND BASES, DRAINAGE INLETS, PIPES, MANHOLES, HEADWALLS, UNDERDRAINS, FLARED END SECTIONS, RIPRAP, PERMANENT BARRIER, AND UTILITY POLES. PARTIAL FOUNDATION REMOVAL IS ACCEPTABLE IF THE CONCRETE IS REMOVED TO A DEPTH OF AT LEAST ONE FOOT BELOW FINISHED GRADE IN GRASSED AREA, OR AT LEAST ONE FOOT BELOW THE ROADWAY BOX WHEN LOCATED WITHIN A PROPOSED ROADWAY AREA. COST OF REMOVAL OF EXISTING TRAFFIC ITEMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID PRICE FOR ITEM 211000, REMOVAL OF STRUCTURES AND OBSTRUCTIONS. GUARDRAIL AND FENCE ITEMS ARE TO BE REMOVED UNDER ITEM 211002 - REMOVAL OF GUARDRAIL AND FENCE, UNLESS OTHERWISE INDICATED ON THE PLANS AS DO NOT DISTURB.

5. THE CONTRACTOR MAY ENCOUNTER RECESSED/RAISED PAVEMENT MARKERS (RPMS) IN EXISTING PAVEMENT THAT IS SPECIFIED TO BE OVERLAID, MILLED, EXCAVATED, OR OTHERWISE REMOVED. IN ALL OF THESE CASES, THE EXISTING RPM HOUSINGS AND/OR THE RPM LENSES SHALL BE REMOVED AS INDICATED ON THE PLANS AND DISPOSED OF BY THE CONTRACTOR. PAYMENT WILL BE MADE UNDER ITEMS 817029 AND 817030 AS APPLICABLE. IF THE LENSES AND HOUSING ARE REMOVED AS ONE OPERATION, PAYMENT FOR REMOVAL OF THE ENTIRE RPM AND LENSES WILL BE MADE ONLY UNDER ITEM 817030.

6. UNSUITABLE MATERIALS FROM ROADWAY AND UNDERCUT EXCAVATION SHALL NOT BE USED AS FILL AND SHALL BE DISPOSED OF OUTSIDE THE PROJECT AREA. ALL COSTS INCIDENTAL TO THE ITEM BEING REMOVED.

7. WHEN A PIPE IS TO BE PLACED EITHER PARTIALLY OR COMPLETELY IN A FILL, THE EMBANKMENT SHALL BE COMPACTED TO AN ELEVATION OF 12" PLUS THE OUTSIDE DIAMETER OF THE PIPE ABOVE THE DESIGN INVERT OF THE PIPE FOR A MINIMUM OF TWO PIPE DIAMETERS ON EACH SIDE OF THE CENTERLINE OF THE PIPE. THE TRENCH SHALL THEN BE EXCAVATED AND PAID FOR, AS SPECIFIED IN SUBSECTIONS 207.3 AND 207.4.

8. SR 273 STOCKPILE - PROPER EROSION AND SEDIMENT CONTROL MEASURES AS DETERMINED BY THE ENGINEER SHALL BE INSTALLED AND PAID BY THE RESPECTIVE BID ITEMS. EXCAVATED STOCKPILE MATERIAL, MEETING BORROW TYPE F REQUIREMENTS, SHALL BE USED WHERE ITEM #209006 - BORROW, TYPE F HAS BEEN CALLED OUT IN THE PLANS. COSTS TO EXCAVATE, HAUL, DRY, WET, DOUBLE HANDLE, ETC. ARE INCIDENTAL TO THE MATERIAL BE PLACED AND PAID AS ITEM #209006 - BORROW, TYPE F. ALL AREAS USED BY THE CONTRACTOR FOR HANDLING THE SR273 STOCKPILE MATERIAL SHALL BE FULLY RESTORED BY THE CONTRACTOR UPON THE FINAL REMOVAL OF ALL MATERIAL AVAILABLE FOR EMBANKMENT TO THE SATISFACTION OF THE ENGINEER. THE SR 273 STOCKPILE AREA SHALL BE RE-GRADED, TOPSOILED, SEEDED AND MULCHED IN ACCORDANCE WITH DELAWARE STANDARD SPECIFICATIONS. ALL COSTS ASSOCIATED WITH RESTORATION OF THE SR 273 STOCKPILE AREA SHALL BE PAID BY THE RESPECTIVE BID ITEMS. TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY THE ENGINEER AND PAID BY THE RESPECTIVE TRAFFIC CONTROL ITEM.

9. ITEM 211002, GUARDRAIL REMOVAL, WILL INCLUDE REMOVAL AND DISPOSAL OF STANDARD GUARDRAIL, IMPACT ATTENUATORS, END ANCHORAGES, AND BRIDGE CONNECTIONS. MEASUREMENT WILL BE MADE ALONG THE LENGTH OF THE RAIL ELEMENT FOR ALL ITEMS REMOVED. PAYMENT INCLUDES REMOVAL AND DISPOSAL OF RAIL, POSTS, HARDWARE, ANCHOR BOLTS, AND CONCRETE ANCHORS.

10. BORROW REQUIRED FOR HAUL ROAD CONSTRUCTION WILL BE MEASURED AND PAID FOR UNDER ITEM 202000 (IF ONSITE MATERIAL IS USED) OR ITEM 209006 (IF IMPORTED MATERIAL IS REQUIRED). ANY REQUIRED ROADWAY MATERIALS SUCH AS GABC WILL BE INCIDENTAL TO THE HAUL ROAD CONSTRUCTION. EROSION CONTROL STABILIZATION MEASURES WILL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS. REMOVAL AND FINAL GRADING OF THE HAUL ROAD AND ALL RELATED MATERIALS WHEN NO LONGER NEEDED IS INCIDENTAL TO ITEM 202000 AND WILL NOT BE MEASURED FOR PAYMENT.

11. WHERE INDICATED ON THE PLANS, EXCAVATE EXISTING RIP RAP. PAYMENT TO BE MADE UNDER ITEM 202000. SALVAGE AND STOCKPILE THE EXISTING RIP RAP FOR LATER USE ON THE PROJECT. PAYMENT WILL BE MADE UNDER THE APPLICABLE NEW RIP RAP ITEM WHEN THE MATERIAL IS PLACED IN ITS FINAL POSITION. EXISTING RIP RAP DETERMINED TO BE UNSUITABLE FOR RE-USE SHALL BE REMOVED AND DISPOSED OF WITH PAYMENT INCIDENTAL TO ITEM 202000.

SECTION 300

12. PLACE MATERIALS FOR GABC (CRUSHED STONE, ASPHALT MILLINGS, OR RECYCLED CONCRETE) CONTINUOUSLY FOR THE FULL PAVEMENT BOX WIDTH. LONGITUDINAL JOINTS CONSTRUCTED OF NON-MATCHING MATERIALS ARE NOT PERMITTED. TRANSVERSE JOINTS ARE PERMITTED WHERE MATERIAL TYPES CHANGE. NO MIXING OF DIFFERENT MATERIALS WITHIN THE SAME AREA IS PERMITTED.

SECTION 400

13. THE PAVEMENT SECTION FOR COMMERCIAL ENTRANCES ALONG SR 896 SHALL BE 2" ITEM 401029 - SUPERPAVE TYPE C, PG 64-22, PATCHING OVER 3" ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING OVER 8" ITEM 301002 - GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING.

14. ITEM 403000 (TRM) SHALL BE USED ONLY FOR MINOR REPAIRS TO ROADWAYS OR PAVED DRIVEWAYS ALREADY UNDER TRAFFIC. TRM SHALL NOT BE USED FOR CONSTRUCTION OF TEMPORARY ROADWAYS OR RAMPS INCLUDED IN THE CONSTRUCTION PHASING PLANS.

SECTION 500

15. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING STABILIZING BASE MATERIAL UNDER THE CONCRETE PAVER TRACKS WHEN PLACING CONCRETE FOR SHOULDERS, OUTERMOST TURNING LANES, OR RAMPS WHERE THE DESIGNED ROAD BOX TERMINATES AT THE PAVEMENT EDGE. COSTS FOR STABILIZING THE BASE OUTSIDE THE DESIGNED PAVEMENT BOX ARE INCIDENTAL TO THE CONCRETE PAVEMENT ITEM BEING PLACED. THE REQUIRED RIDEABILITY MUST BE MET, REGARDLESS OF THE CONTRACTOR'S CHOSEN METHOD TO SUPPORT THE PAVER.

16. WHEN LONGITUDINALLY TYING NEW PCC PAVEMENT INTO EXISTING PCC PAVEMENT, SPRAY THE EXISTING PAVEMENT EDGE THOROUGHLY WITH CURING COMPOUND TO ACT AS A BOND BREAKER. DO NOT TIE THE NEW AND OLD LANES TOGETHER WITH TIE BARS.

17. WHEN TRANSVERSELY TYING NEW PCC PAVEMENT INTO EXISTING PCC PAVEMENT, DRILL AND PLACE DOWELS IN ACCORDANCE WITH STANDARD CONSTRUCTION DETAIL P-1. USE EPOXY GROUT MEETING STANDARD SPECIFICATION SECTION 1047. FOLLOW THE PROCEDURE DETAILED IN STANDARD SPECIFICATION SECTION 503.3.5. COSTS TO FURNISH AND INSTALL THE DOWELS ARE INCLUDED IN ITEM 503006.

18. ALL JOINTS IN PCC PAVEMENT SHALL BE SEALED. REFER TO STANDARD SPECIFICATION 501.3.9 FOR DETAILS. THE CONTRACTOR MAY CHOOSE TO SAW THE TRANSVERSE AND LONGITUDINAL JOINTS IN STAGES, BEGINNING WITH AN INITIAL SAWCUT NO SMALLER THAN 1/8" IN WIDTH AND TO THE SPECIFIED DEPTH. THE JOINTS WILL THEN BE WIDENED IN A SECOND STAGE TO THE DIMENSIONS SHOWN ON THE APPLICABLE STANDARD DETAIL SHEET, JUST PRIOR TO SEALING WITH HOT-POURED JOINT SEALANT MATERIAL. ALL COSTS FOR SAWING AND SEALING ARE INCIDENTAL TO THE PCC PAVEMENT BEING CONSTRUCTED.

SECTION 600

19. DRAINAGE INLET GRATES ADJACENT TO THE CURB OR EDGE PAVING, WITHIN THE PROJECT LIMITS, WHICH ARE NOT TYPE 1 OR TYPE 4, SHALL BE REPLACED WITH TYPE 4 ON GRADE AND TYPE 1 IN SUMPS. INLET GRATES WITHIN THE PAVING, NOT ADJACENT TO THE CURB OR EDGE OF PAVING SHALL BE REPLACED WITH TYPE 3. THE ACTUAL LOCATIONS, THE NEED FOR ANY GRATE MODIFICATIONS OR FOR NEW FRAMES SHALL BE DETERMINED BY THE ENGINEER. ALL REPLACED GRATES/FRAMES SHALL BE DELIVERED TO THE NEAREST DISTRICT MAINTENANCE YARD WITH THE COST OF DELIVERY INCIDENTAL TO ITEM 602100 - REPLACING DRAINAGE INLET GRATE(S) & ITEM 602101 - REPLACING DRAINAGE INLET FRAME(S). FINAL PAYMENT FOR REPLACED GRATES/FRAMES SHALL NOT BE MADE UNTIL RECEIPT OF DELIVERED MATERIALS IS PRODUCED, SIGNED BY A DELDOT MAINTENANCE YARD SUPERVISOR.

20. STATION AND ELEVATION DATA WHERE NECESSARY, GIVEN FOR DRAINAGE STRUCTURES ARE TO BE APPLIED TO THE CENTER OF THE GRATE FOR INLETS AND TO THE CENTER OF THE STRUCTURE FOR JUNCTION BOXES AND MANHOLES.

SECTION 700

21. IN AREAS WHERE PROPOSED CURB MEETS EXISTING CURB AND THE TWO CURB TYPES ARE NOT SIMILAR, THE PROPOSED CURB SHALL BE TRANSITIONED IN 10 LINEAR FEET, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK, INCLUDING SAW CUTTING EXISTING CURB SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.

22. WHERE PROPOSED CONCRETE SIDEWALK IS CONSTRUCTED TO MEET EXISTING SIDEWALK, THE EXISTING SIDEWALK SHALL BE SAWCUT AT THE TIE-IN POINT OR MEET THE NEAREST EXISTING SIDEWALK JOINT. ALL SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR UNDER ITEM 762001 - SAWCUTTING, CONCRETE, FULL DEPTH.

23. PORTLAND CEMENT CONCRETE CHANNELIZING ISLANDS THAT ARE LESS THAN 75 SQ FT MAY BE POURED MONOLITHICALLY, OR AS DIRECTED BY THE ENGINEER.

24. THE NEW CASTLE COUNTY DEPARTMENT OF PUBLIC WORKS SHALL SUPPLY AND THE STATE'S CONTRACTOR SHALL INSTALL NEW SELF SEALING MANHOLE FRAMES AND COVERS ON ALL COUNTY SEWER MANHOLES THAT ARE NOT BEING RELOCATED, WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH THE COUNTY'S STANDARD SPECIFICATIONS. THE EXISTING MANHOLE FRAMES AND COVERS THAT ARE REMOVED SHALL BECOME THE PROPERTY OF THE STATE'S CONTRACTOR. PAYMENT SHALL BE INCIDENTAL TO ITEM 711500 - ADJUST AND REPAIR EXISTING SANITARY SEWER MANHOLE.

25. THE CONTRACTOR SHALL DELIVER ALL EXCESS MILLED MATERIAL TO THE DELAWARE DEPARTMENT OF TRANSPORTATION'S TURNPIKE MAINTENANCE YARD. THE MATERIAL SHALL BE NEATLY STOCKPILED AT THE YARD. COSTS FOR THIS WORK SHALL BE INCIDENTAL TO THE MILLING ITEM UTILIZED FOR PAYMENT ON THE CONTRACT.

26. ALL PAVED AREAS TO BE RECONSTRUCTED OR WIDENED SHALL BE SAWCUT AT THE POINT WHERE THE NEW PAVEMENT IS TO TIE INTO THE EXISTING PAVEMENT.

27. THE CONTRACTOR SHALL SUBMIT A LOCATION FOR A FIELD OFFICE TO THE ENGINEER FOR APPROVAL. THE FIELD OFFICE SHALL BE COMPLETE AND IN PLACE PRIOR TO BEGINNING CONSTRUCTION. ALL COSTS TO BE INCLUDED IN ITEM 763598 -FIELD OFFICE, SPECIAL I.

28. CONNECTION TO AN EXISTING UNDERDRAIN SYSTEM (IF ONE IS ENCOUNTERED) SHALL BE INCIDENTAL TO ITEM 709001.

29. THIS PROJECT WILL EXTEND OVER WINTER PERIODS AND ALL SNOW REMOVAL ALONG THE STATE MAINTAINED ROADWAYS WILL BE HANDLED BY STATE FORCES. FOLLOWING THE SNOW REMOVAL OPERATION, REPAIRS TO ANY MAINTENANCE OF TRAFFIC CONTROL DEVICES SHALL BE PERFORMED BY THE CONTRACTOR. COSTS FOR REPAIRS ARE INCIDENTAL TO ITEM 801000. DEVICES REQUIRING REPLACEMENT WILL BE PAID FOR UNDER THE APPLICABLE BID ITEM.

30. SAWCUTTING OF HOT-MIX ON TOP OF CONCRETE PAVEMENT SHALL BE INCIDENTAL TO ITEM 762001 - SAW CUTTING CONCRETE, FULL DEPTH.

31. CASINGS IF REQUIRED FOR INSTALLATION OF POLE BASES SHALL BE INCIDENTAL TO THE ITEM BEING INSTALLED. THE CASING SHALL BE STEEL, PVC, OR OTHER PERMANENT MATERIAL CAPABLE OF SUPPORTING THE AUGERED HOLE TO ITS FULL DEPTH. THE CASING SHALL BE ADVANCED AS THE EXCAVATION PROGRESSES TO ELIMINATE ANY VOID BETWEEN THE CASING AND THE SURROUNDING SOIL. ANY RESULTING VOIDS BETWEEN THE CASING AND ORIGINAL GROUND SHALL BE PRESSURE GROUTED PRIOR TO PLACING CONCRETE FOR THE POLE BASE. THE CASING SHALL BE INSTALLED OR CUT OFF IF REQUIRED SO THAT THE TOP OF THE CASING IS AT OR SLIGHTLY BELOW THE FINISHED GROUND ELEVATION SURROUNDING THE POLE BASE. THE CASING SHALL REMAIN IN PLACE. JUST PRIOR TO CONCRETE PLACEMENT, THE EXCAVATION SHALL BE INSPECTED AND ANY EXCESS WATER SHALL BE PUMPED SO THAT THE CONCRETE IS PLACED IN A DRY HOLE. COSTS TO FURNISH AND INSTALL THE CASING, PRESSURE GROUT IF REQUIRED, CUT OFF IF REQUIRED AND PUMP OUT ANY EXCESS WATER SHALL BE INCIDENTAL TO THE UNIT PRICE BID PER EACH POLE BASE.



ADDENDA / REVISIONS	

NOT TO SCALE

I-95 AND SR 896 INTERCHANGE

CONTRACT	BRIDGE NO.	N/A	NOTES	SECTION
T201609002	DESIGNED BY: K. FORD			CE
COUNTY				SHEET NO.
NEW CASTLE	CHECKED BY: S. PENOZA			5

PROJECT NOTES

32. CONTRACTOR SHALL OMIT GUARDRAIL POSTS IF THERE IS A CONFLICT IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAILS. COSTS ASSOCIATED WITH DETERMINING IF THERE IS A CONFLICT, OMITTING THE POST, AND ADDED NESTED W-BEAM RAIL SHALL BE INCIDENTAL TO THE GUARDRAIL ITEM BEING CONSTRUCTED.
33. CONTRACTOR SHALL LOCATE UTILITIES, STORM DRAIN, UNDERDRAIN, AND ANY OTHER MISCELLANEOUS APPURTENANCES INCIDENTAL TO GUARDRAIL ITEM BEING CONSTRUCTED PRIOR TO GUARDRAIL INSTALLATION.
34. PAYMENT FOR THE SUPPLY OF 4" SCHEDULE 40 PVC WEEPHOLES AND METAL SCREENS SHALL BE INCIDENTAL TO ITEM 723013.
35. PLACE EXPANSION MATERIAL IN ACCORDANCE WITH STANDARD SPECIFICATION 701.3G AT ALL LOCATIONS WHERE CURB, CURB AND GUTTER, OR BARRIER WALLS ARE CONSTRUCTED AGAINST PCC PAVEMENT. COSTS ARE INCIDENTAL TO THE CURB, CURB AND GUTTER, OR BARRIER BEING CONSTRUCTED.

SECTION 800

36. HIGHWAY LIGHTING SHALL BE PROVIDED ALONG ALL PERMANENT RAMPS AND GORE AREAS PRIOR TO OPENING THE ROADWAYS TO TRAFFIC. IF THE PERMANENT LIGHTING IS NOT INSTALLED AND ENERGIZED PRIOR TO OPENING THE VARIOUS PHASES OF THE PROJECT TO TRAFFIC, THEN TEMPORARY LIGHT PLANTS AS DIRECTED BY THE ENGINEER MUST BE PROVIDED BY THE CONTRACTOR UNTIL THE PERMANENT FACILITIES ARE ENERGIZED. UNLESS OTHERWISE APPROVED BY THE ENGINEER, COSTS TO PROVIDE LIGHT PLANTS FOR THIS PURPOSE WILL NOT BE PAID SEPARATELY AND ARE INCIDENTAL TO ITEM 801000, MAINTENANCE OF TRAFFIC.
37. PRIOR TO OPENING ANY PORTIONS OF TEMPORARY PAVEMENT, PERMANENT MAINLINE PAVEMENT, OR RAMP PAVEMENT, DELDOT WILL CONDUCT A SAFETY INSPECTION. ANY PUNCHLIST ITEMS GENERATED BY THIS INSPECTION MUST BE COMPLETED BY THE CONTRACTOR PRIOR TO OPENING THE APPLICABLE PORTION OF ROADWAY TO TRAFFIC. AT LEAST 2 WEEKS NOTICE PRIOR TO THE SCHEDULED ROADWAY OPENING SHALL BE PROVIDED TO THE PROJECT RESIDENT BY THE CONTRACTOR IN ORDER TO SCHEDULE THE SAFETY INSPECTION.
38. THE CONTRACTOR SHALL MAKE AVAILABLE AT LEAST ONE EMPLOYEE TO ATTEND AND REPRESENT THE FIRM AT ALL SCHEDULED JOB PROGRESS MEETINGS, PROJECT WORKING GROUP MEETINGS, OR OTHER INFORMATIONAL MEETINGS AS REQUESTED BY THE ENGINEER. THE PERSON ATTENDING SHALL BE KNOWLEDGEABLE OF CURRENT JOB PROGRESS, THE ANTICIPATED CONSTRUCTION SCHEDULE, AND ANY ONGOING OR POTENTIAL CONTRACT ISSUES. COSTS ARE INCIDENTAL TO ITEM 801000, MAINTENANCE OF TRAFFIC.

SECTION 900

39. THIS PROJECT IS COVERED UNDER AN NPDES GENERAL PERMIT FOR CONSTRUCTION. UNDER THE GENERAL PERMIT, COMPLIANCE WITH DELDOT'S APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS WILL CONSTITUTE COMPLIANCE WITH THE NPDES INDUSTRIAL PERMITTING REQUIREMENTS FOR THIS CONSTRUCTION PROJECT. A COPY OF THE NPDES GENERAL PERMIT AND NOI IS KEPT ON FILE IN EACH OF THE CONSTRUCTION OFFICES AND THE DEPARTMENT'S STORMWATER SECTION. A COPY OF THE GENERAL PERMIT OR THE NOI CAN BE OBTAINED UPON REQUEST FROM EITHER THE DEPARTMENT'S STORMWATER ENGINEER OR THE APPROPRIATE CONSTRUCTION ENGINEER.
40. STOCKPILE AREAS MAY BE OBTAINED BY THE CONTRACTOR, IN ACCORDANCE WITH SECTION 908 OF THE STANDARD SPECIFICATIONS, SUBJECT TO THE APPROVAL OF THE ENGINEER. THESE STOCKPILE AREAS MAY BE LOCATED OUTSIDE THE PROJECT LIMITS, IF NECESSARY. COSTS FOR SECONDARY MOVEMENTS OF STOCKPILED MATERIALS (EXCEPT TOPSOIL) TO BE INCORPORATED PERMANENTLY INTO THE PROJECT, OR TAKEN TO OFFSITE DISPOSAL SITES, WILL BE INCIDENTAL TO THE EXCAVATION ITEMS THAT GENERATED THE MATERIAL. PAYMENT WILL BE MADE ONLY ONE TIME, THAT BEING WHEN THE MATERIAL IS ORIGINALLY EXCAVATED. STOCKPILED TOPSOIL THAT CAN BE INCORPORATED INTO THE PERMANENT PROJECT WILL BE PAID FOR UNDER ITEM 908010, TOPSOILING 6" DEPTH. NO ADDITIONAL PAYMENT WILL BE MADE FOR OFF-SITE STOCKPILING.
41. PAYMENT FOR EROSION CONTROL BLANKET MULCH (ITEM 908020) WILL BE MADE ONLY FOR AREAS SPECIFICALLY IDENTIFIED ON THE PLANS FOR USE OF THIS ITEM. FOR ALL TOPSOIL AREAS NOT GETTING EROSION CONTROL BLANKET MULCH, THE CONTRACTOR SHALL UTILIZE EROSION CONTROL MULCH (ITEM 908026).

SECTION 1000

42. DELETE STANDARD SPECIFICATION 1005.2.3. BITUMINOUS MILLINGS ARE NOT PERMITTED FOR USE AS GABC.

MISCELLANEOUS

43. THE CONTRACTOR SHALL NOTIFY DART FIRST STATE AT DOT_DETOURS@DELAWARE.GOV AT LEAST 14 DAYS PRIOR TO THE START OF ANY DETOURS OR CONSTRUCTION, AND DOT_DTC_PROJECTDEVELOPMENT@DELAWARE.GOV AT SUCH TIME THE FACILITY IS COMPLETED AND OPERABLE FOR TRANSIT OPERATIONS. FOR EMERGENCY DETOUR INFORMATION ONLY, PLEASE CONTACT DTC'S CHIEF SCHEDULER AT 302-576-6019.
44. ALL DART SIGNS HAVE BEEN UPDATED TO A NEW DESIGN. ALL REQUESTS FOR FABRICATION OF THESE SIGNS MUST BE MADE THROUGH DART TRANSIT AT (302) 576-6132.
45. THE CONTRACTOR SHALL SAWCUT 1' (+/-) INTO THE EXISTING TRAVEL LANE FOR CONSTRUCTION OF THE PROPOSED FULL DEPTH PAVEMENT OR AS DIRECTED BY THE ENGINEER IN THE FIELD. WHERE PCC PAVEMENT IS IDENTIFIED, THE CONTRACTOR SHALL NOT DAMAGE THE EXISTING EDGE OF THE CONCRETE PAVEMENT DURING EXCAVATION OF THE ADJACENT PAVEMENT BOX AND CONSTRUCT THE PROPOSED PAVEMENT BOX ADJACENT TO THE EDGE. SHOULD THE EXISTING CONCRETE EDGE BE DAMAGED, THE CONTRACTOR SHALL SAWCUT THE EDGE AS NECESSARY AT NO COST TO DELDOT. ALL COSTS TO IDENTIFY EXISTING CONCRETE ARE INCIDENTAL TO THE PROJECT.
46. PROPOSED DRAINAGE PIPE LENGTHS, PROVIDED IN THE SCHEDULES, INCLUDE FLARED END SECTIONS.
47. VERTICAL ADJUSTMENTS AND REPAIRS OF COMMUNICATION AND ELECTRIC MANHOLES PERFORMED BY THE STATE'S CONTRACTOR SHALL BE PAID FOR UNDER ITEM 711500 - ADJUST AND REPAIR SANITARY MANHOLE.
48. ADJUSTMENTS AND RELOCATIONS OF GAS VALVES, GAS MANHOLES, GAS MARKERS, AND GAS VENTS PERFORMED BY THE STATE'S CONTRACTOR SHALL BE PAID UNDER ITEM 710503 - ADJUST GAS VALVE BOXES.

43. A DETAILED EARTHWORK SUMMARY BROKEN DOWN BY CONSTRUCTION PHASE WILL BE DEVELOPED ONCE THE CONSTRUCTION PHASING IS FURTHER DEVELOPED WITH THE CM/GC TEAM.

EARTHWORK SUMMARY	
	PROJECT TOTAL
EXCAVATION	
EXCAVATION FROM CROSS SECTIONS	187,501 C.Y.
MITIGATION SITE	43,521 C.Y.
TOPSOIL STRIPPING	28,692 C.Y.
TOPSOIL STRIPPING (MITIGATION SITE)	8,015 C.Y.
PCC REMOVAL	10,904 C.Y.
TOTAL EXCAVATION	256,825 C.Y.
STORMWATER POND EXCAVATION	
	28,376 C.Y.
TOTAL ROCK EXCAVATION FOR ROADWAY AND TRENCHES	25,038 C.Y.
EXCAVATION AVAILABLE FOR EMBANKMENT	
EXCAVATION MEETING BORROW TYPE 'A'	0 C.Y.
EXCAVATION MEETING BORROW TYPE 'F'	186,510 C.Y.
EXCAVATION MEETING BORROW TYPE 'F' (MITIGATION SITE)	43,521 C.Y.
EXCAVATION MEETING TOPSOIL	27,257 C.Y.
EXCAVATION MEETING TOPSOIL (MITIGATION SITE)	8,015 C.Y.
UNSUITABLE MATERIAL	29,367 C.Y.
UNSUITABLE MATERIAL FROM ROCK EXCAVATION	25,038 C.Y.
EMBANKMENT REQUIREMENTS	
BORROW TYPE 'A' REQUIRED (ADJUSTED 12%)	34,224 C.Y.
BORROW TYPE 'B' REQUIRED (ADJUSTED 12%)	5,000 C.Y.
BORROW TYPE 'C' REQUIRED (ADJUSTED 12%)	48,490 C.Y.
BORROW TYPE 'F' REQUIRED (ADJUSTED 12%)	323,755 C.Y.
SELECT BACKFILL FOR MSE WALL REQUIRED (ADJUSTED 12%)	109,529 C.Y.
CLAY BORROW REQUIRED (ADJUSTED 20%)	2,154 C.Y.
TOPSOIL REQUIRED	48,115 C.Y.
TOPSOIL REQUIRED (MITIGATION SITE)	8,015 C.Y.
MATERIAL BALANCE ("+"= EXCESS, "-"= NEED)	
BORROW TYPE 'A'	-34,224 C.Y.
BORROW TYPE 'B'	-5,000 C.Y.
BORROW TYPE 'C'	-48,490 C.Y.
BORROW TYPE 'F'	-93,724 C.Y.
BORROW TYPE 'F' (SR273 STOCKPILE)	12,039 C.Y.
TOTAL BORROW TYPE 'F' OFFSITE	-81,685 C.Y.
SELECT BACKFILL FOR MSE WALL	-109,529 C.Y.
CLAY BORROW	-2,154 C.Y.
TOPSOIL	-20,858 C.Y.
TOTAL UNSUITABLE MATERIAL	54,405 C.Y.
NOTES: 1) THE VALUES LISTED IN THE EARTHWORK SUMMARY ARE APPROXIMATE AND ARE NOT TO BE USED AS A BASIS OF PAYMENT. THE EARTHWORK SUMMARY IS CONSIDERED FOR INFORMATIONAL PURPOSES ONLY. 2) OTHER SOURCES OF EXCAVATION MAY INCLUDE STRUCTURE EXCAVATION, UNDERCUT EXCAVATION, ROCK OVER EXCAVATION, MAINTENANCE OF TRAFFIC EXCAVATION, ETC. 3) UNSUITABLE MATERIALS INCLUDE UNDERCUT SOILS, BITUMINOUS PAVEMENT, PCC PAVEMENT, ETC.	

ADDENDA / REVISIONS

NOT TO SCALE

I-95 AND SR 896
INTERCHANGE

CONTRACT

T201609002

COUNTY

NEW CASTLE

BRIDGE NO.

N/A

DESIGNED BY:

K. FORD

CHECKED BY:

S. PENOZA

NOTES

SECTION

CE

SHEET NO.

6



ENVIRONMENTAL COMPLIANCE NOTES

1. GENERAL NOTES:

- A. THE PURPOSE OF THESE SHEETS ARE TO IDENTIFY THOSE ITEMS ASSOCIATED WITH ENVIRONMENTAL COMPLIANCE. IMPACT CALCULATIONS ARE FOR THE AGENCY PERMIT REPORTING PURPOSES ONLY AND ARE NOT TO BE USED FOR BIDDING PURPOSES.
- B. IF A DEPARTURE FROM THE APPROVED PLANS (WHICH WOULD AFFECT ANY NATURAL AND/OR CULTURAL RESOURCES) IS NECESSARY, CONTACT THE ENVIRONMENTAL STUDIES SECTION AT (302-760-2259 OR DOT_ENVIRONMENTALSTUDIES@DELAWARE.GOV) TO ALLOW FOR COORDINATION WITH THE APPROPRIATE RESOURCE AGENCIES AND APPROVAL.
- C. USE OF THIS SHEET DOES NOT ALLEVIATE THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH ALL CONDITIONS SET FORTH IN THE ENVIRONMENTAL STATEMENT AND PERMITS.

2. NATURAL RESOURCE ISSUES:

- A. PERMIT REQUIREMENTS/APPROVALS *:
U.S. ARMY CORPS OF ENGINEERS (COE): PENDING
DNREC - WETLANDS & SUBAQUEOUS LANDS (WLSL): PENDING
DNREC - WATER QUALITY (WQC) & COASTAL ZONE CONSISTENCY (CZM): PENDING
NCC DEPT. OF LAND USE (NCC): PENDING
CITY OF NEWARK DEPT. OF LAND USE: PENDING
- * THE PERMITS/APPROVALS LISTED ARE THOSE REQUIRED FOR THIS PROJECT. THE ENVIRONMENTAL STUDIES SECTION IS RESPONSIBLE FOR COORDINATING AND/OR OBTAINING THESE APPROVALS.
- ** THE CONTRACTOR MUST ENSURE THAT THESE PERMITS/APPROVALS ARE IN THEIR POSSESSION PRIOR TO BEGINNING CONSTRUCTION IN THE PERMITTED AREA(S) AND ENSURE THEY ARE DISPLAYED ON-SITE DURING THE ENTIRE CONSTRUCTION PERIOD.
- B. CONSTRUCTION RESTRICTIONS:
FISHERIES - NONE, DOWNSTREAM BARRIERS
ENDANGERED SPECIES - PENDING
MIGRATORY BIRDS - THE BRIDGES WITHIN THE PROJECT SCOPE HAVE NOT BEEN SURVEYED FOR THE PRESENCE OF NESTING MIGRATORY BIRDS, WHICH ARE PROTECTED BY TITLE 7, DELAWARE CODE, CHAPTER 7, SECTIONS 734 AND 735. IT IS POSSIBLE THAT ONE OR MORE PAIRS OF BARN SWALLOW (HIRUNDO RUSTICA) AND/OR EASTERN PHOEBE (SAYORNIS PHOEBE) NEST UNDER THE BRIDGE(S). IF WORK IS PROPOSED DURING THE BREEDING SEASON (APRIL 15 - AUGUST 1), A SURVEY SHOULD BE COMPLETED PRIOR TO THE START OF WORK TO DETERMINE IF NESTS ARE PRESENT. IF A SURVEY DETECTS NESTING ACTIVITY, THE FOLLOWING STEPS SHOULD BE TAKEN TO AVOID NEST DESTRUCTION AND TAKE, WHICH IS A VIOLATION OF STATE LAW:
- PERFORM CONSTRUCTION ACTIVITIES FROM AUGUST 1 TO APRIL 15.
 - IF CONSTRUCTION CANNOT BE PERFORMED IN THIS TIME PERIOD, A DETERRENT SUCH AS MESH NETTING SHOULD BE USED TO BLOCK ACCESS TO NESTING SITES ON THE UNDERSIDE OF THE BRIDGE(S). THE MATERIAL WOULD NEED TO BE IN PLACE NO LATER THAN APRIL 15, THE UNDERSIDE OF THE BRIDGE(S) WOULD NEED TO BE FULLY ENCAPSULATED, AND THE MATERIAL SHOULD BE LEFT IN PLACE UNTIL CONSTRUCTION BEGINS.

IF ACTIVE NESTS ARE DISCOVERED DURING THE COURSE OF WORK, ACTIVITIES SHOULD BE HALTED IMMEDIATELY AND SCRP CONTACTED FOR FURTHER GUIDANCE.

3. CULTURAL RESOURCE ISSUES:

- A. PENDING
B. PENDING

4. STREAM RESTORATION AND RIPRAP TREATMENT:

- A. FOLLOW THE SPECIAL PROVISION FOR ITEM 707500 - CHANNEL BED FILL IN REGARDS TO THE SALVAGING OF ON-SITE NATURAL STREAM BOTTOM MATERIAL OR THE FURNISHING OF OFFSITE MATERIAL. IF SUFFICIENT SOURCES FOR CHANNEL BED FILL DO NOT EXIST ON-SITE, ANY NEW MATERIAL MUST CONFORM TO THE REQUIREMENTS OF ITEM 707500 - CHANNEL BED FILL. RECESS ALL RIPRAP IN THE CHANNEL BOTTOM (I.E. BELOW THE WATER LINE) ONE FOOT BELOW STREAM BED ELEVATION AND CHOKE WITH BORROW TYPE 'B' SO THAT ALL OF THE VOIDS IN THE RIPRAP ARE FILLED WITH SPECIFIED MATERIAL. PAYMENT UNDER ITEM 209002 - BORROW, TYPE B. COVER THE RIPRAP WITH A MINIMUM OF 12" CHANNEL BED FILL. MATCH THE FINAL CHANNEL ELEVATIONS WITH EXISTING ELEVATIONS AT THE UPSTREAM AND DOWNSTREAM PROJECT LIMITS. THROUGH THE STRUCTURE, ELEVATIONS WILL BE AS NOTED ON THE PLANS. PAYMENT UNDER ITEM 707500 - CHANNEL BED FILL.
- B. RESTORE OTHER AREAS OF THE CHANNEL BOTTOM AFFECTED BY CONSTRUCTION (INCLUDING, BUT NOT LIMITED TO, THE LOCATION OF SUMP PITTS, STABILIZED OUTFALLS, TEMPORARY PIPES AND/OR SANDBAG DIKES AND DIVERSIONS) TO EXISTING CONDITIONS. FILL ANY CAVITIES OR SCOUR HOLES RESULTING FROM CONSTRUCTION ACTIVITIES WITH CHANNEL BED FILL. PAYMENT UNDER ITEM 707500 - CHANNEL BED FILL.
- C. WHEN ALL EROSION AND SEDIMENT CONTROL MEASURES ARE REMOVED AND THE STREAM RETURNS TO ITS NATURAL FLOW CONDITIONS, THE FLOW MUST REMAIN ABOVE GROUND AND ABOVE THE RIPRAP (I.E. THE FLOW CANNOT BE "LOST" IN THE RIPRAP OR BENEATH THE STRUCTURE). IF THIS IS NOT ACHIEVED, THE CONTRACTOR WILL BE REQUIRED TO TAKE CORRECTIVE ACTION AT THE CONTRACTOR'S EXPENSE.
- D. CHOKe ALL RIPRAP ON THE STREAM BANK, OUTSIDE THE CHANNEL BED, WITH DELAWARE #57 STONE. PLACE JUST ENOUGH CHOKe MATERIAL TO PREVENT THE LOSS OF CHANNEL BED FILL OR TOPSOIL (DEPENDING ON LOCATION AS INDICATED BELOW) THROUGH THE RIPRAP.
- BENEATH THE BRIDGE: AFTER PLACING DELAWARE #57 STONE, PERFORM A FINAL CHOKe OF CHANNEL BED FILL SO THAT THE RIPRAP PEAKS ARE BARELY VISIBLE. PAYMENT UNDER ITEM 707500 - CHANNEL BED FILL. DELAWARE #57 STONE IS INCIDENTAL TO THE RIPRAP ITEM.
 - ALL OTHER LOCATIONS: FINISH FILLING THE VOIDS WITH TOPSOIL SO THAT THE RIPRAP PEAKS ARE BARELY VISIBLE. PLACE AN ADDITIONAL 6-INCH TOPSOIL LAYER ON TOP OF THE RIPRAP. SLOPE SEEDING WILL BE DONE WITH ITEM 908019 - STREAMBANK SEED MIX, SEEDING. FOLLOWING THE SEEDING OPERATION, INSTALL ITEM 908020 - EROSION CONTROL BLANKET (ECB) MULCH, OR OTHER BLANKET AS SHOWN ON THE PLANS. ECB AT TOE OF SLOPE CAN BE EITHER TRENCHED IN OR STAPLED AT 6" ON CENTER. COMPLETE ALL WORK, STARTING WITH THE INITIAL CHOKING WITH TOPSOIL THROUGH THE SEEDING AND MULCHING PRIOR TO ANY RAIN EVENT. DELAWARE #57 STONE IS INCIDENTAL TO THE RIPRAP ITEM. ALL OTHER ITEMS WILL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS.
- E. THE TOPSOIL/SEED/MULCH CAN BE PLACED BEFORE OR AFTER THE REMOVAL OF THE STREAM DIVERSION. IF THE PLACEMENT OCCURS AFTER STREAM DIVERSION REMOVAL, USE A TURBIDITY CURTAIN TO MINIMIZE IN-STREAM SEDIMENTATION. PAYMENT WILL BE INCIDENTAL TO ITEM 909005 - STREAM DIVERSION.

5. PROTECTION OF RESOURCES:

- A. KEEP CLEARING IN WETLAND AREAS TO A MINIMUM ABSOLUTELY NECESSARY FOR CONSTRUCTION ACCESS. SUPPORT ALL EQUIPMENT TRAVERSING WETLANDS AND SUBAQUEOUS LAND ON MATS. PAYMENT FOR MATS WILL BE MADE UNDER ITEM 621500 - TEMPORARY TIMBER MAT. IN WETLAND AREAS THAT ARE CLEARED, NO GRUBBING EXCEPT WHERE NECESSARY TO CONSTRUCT PROJECT COMPONENTS SUCH AS FOUNDATIONS AND RIPRAP PROTECTION IS PERMITTED. CUT VEGETATION FLUSH WITH THE GROUND (I.E. NO DISTURBANCE OF THE ROOT MAT). RESTORE TEMPORARILY DISTURBED WETLAND AREAS TO GRADE AND SEED WITH ITEM 908017 - TEMPORARY GRASS SEEDING (ANNUAL RYEGRASS).
- B. USE SILT FENCE OR CONSTRUCTION SAFETY FENCE ALONG THE LIMITS OF CONSTRUCTION IN ALL AREAS WHERE WATER/WETLANDS ARE BEING IMPACTED (AS SHOWN ON ENVIRONMENTAL COMPLIANCE SHEETS), AND ALSO IN ANY AREA WHERE WATER/WETLANDS EXIST WITHIN 20 FEET OF THE LIMIT OF CONSTRUCTION (AS SHOWN ON CONSTRUCTION PLAN SHEETS). ANY CONTRACTOR ACCESS BEYOND THE LIMIT OF CONSTRUCTION IS STRICTLY PROHIBITED.
- C. USE SANDBAGS OR COMPOST FILTER LOG (CFL) TO SECURE SILT FENCE AT AREAS ADJACENT TO WOODED UPLANDS/ ALL WETLANDS IN LIEU OF TRENCHING UNLESS PROPER EROSION AND SEDIMENT CONTROL CANNOT BE MAINTAINED. REMOVE SANDBAGS AND CFLS (AND CONTENTS) IN THEIR ENTIRETY WHEN NO LONGER NEEDED. SANDBAGS/CFLS USED TO SECURE THE SILT FENCE IS INCIDENTAL TO ITEM 905001 - SILT FENCE. THE ENVIRONMENTAL STUDIES SECTION (302-760-2259 or DOT_ENVIRONMENTALSTUDIES@DELAWARE.GOV) CAN PROVIDE FURTHER GUIDANCE REGARDING THIS METHOD OF INSTALLATION.
- D. CLEARLY MARK ALL TREES TO BE REMOVED WITH PAINT PRIOR TO THE EROSION AND SEDIMENT CONTROL MEETING.

WETLANDS DELINEATED BY MCCORMICK TAYLOR, INC. IN SEPTEMBER 2019;
UPDATED BY CEI IN AUGUST 2020 IN ACCORDANCE WITH THE US ARMY CORPS
OF ENGINEERS "CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (1987)"
AND EASTERN MOUNTAINS AND PIEDMONT REGIONAL SUPPLEMENT V 2.0 (2012).

ORIGINAL SHEET PREPARED BY MCCORMICK TAYLOR, INC. ON 09-27-2019.
SHEET LAST UPDATED ON 02/14/2022.

ADDENDA / REVISIONS

NOT TO SCALE

I-95 AND SR 896
INTERCHANGE

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COUNTY

NEW CASTLE

BRIDGE NO.

N/A

DESIGNED BY: K. FORD

CHECKED BY: S. PENOZA

ENVIRONMENTAL
COMPLIANCE PLAN

SECTION

CE

SHEET NO.

1027

PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
SHEET	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
2	TOTAL FOR SHEET 2	210.96	0.0048	8.53	0.0048	USACE/DNREC
4	TOTAL FOR SHEET 4	102.06	0.0023	4.06	0.0023	USACE/DNREC
5	TOTAL FOR SHEET 5	508.63	0.0117	30.20	0.0117	USACE/DNREC
6	TOTAL FOR SHEET 6	661.32	0.0152	34.82	0.0152	USACE/DNREC
9	TOTAL FOR SHEET 9	1208.94	0.0277	-13.91	0.0277	USACE/DNREC
10	TOTAL FOR SHEET 10	1412.60	0.0324	29.28	0.0324	USACE/DNREC
11	TOTAL FOR SHEET 11	2082.69	0.0478	14.23	0.0478	USACE/DNREC
12	TOTAL FOR SHEET 12	1381.03	0.0317	140.96	0.0317	USACE/DNREC
13	TOTAL FOR SHEET 13	8134.14	0.1868	201.00	0.1868	USACE/DNREC
14	TOTAL FOR SHEET 14	4605.13	0.1057	7.34	0.1057	USACE/DNREC
18	TOTAL FOR SHEET 18	15918.86	0.3654	1453.87	0.3654	USACE/DNREC
20	TOTAL FOR SHEET 20	4503.20	0.1034	221.22	0.1034	USACE/DNREC
TOTAL FOR THIS PROJECT		40729.56	0.9349	2131.42	0.9349	USACE/DNREC

TEMPORARY OPEN WATER IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
13-OT-1	TEMPORARY DIVERSION	87.74	0.0020	-	USACE/DNREC
TOTAL FOR THIS PROJECT		87.74	0.0020	-	USACE/DNREC

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
4	TOTAL FOR SHEET 4	194.28	0.0045	-	USACE
8	TOTAL FOR SHEET 8	989.72	0.0227	-	USACE
9	TOTAL FOR SHEET 9	13590.18	0.3120	-	USACE
10	TOTAL FOR SHEET 10	5366.50	0.1232	-	USACE
11	TOTAL FOR SHEET 11	6847.38	0.1572	-	USACE
12	TOTAL FOR SHEET 12	8117.11	0.1863	-	USACE
13	TOTAL FOR SHEET 13	161.44	0.0037	-	USACE
15	TOTAL FOR SHEET 15	19.51	0.0004	-	USACE
17	TOTAL FOR SHEET 17	4547.69	0.1044	-	USACE
18	TOTAL FOR SHEET 18	17499.42	0.4017	-	USACE
19	TOTAL FOR SHEET 19	4312.67	0.0990	-	USACE
TOTAL FOR THIS PROJECT		61645.90	1.4151	-	USACE

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
3	TOTAL FOR SHEET 3	2937.97	0.0675	-	0.0675	USACE
4	TOTAL FOR SHEET 4	12576.65	0.2887	-	0.2887	USACE
5	TOTAL FOR SHEET 5	7718.95	0.1772	-	0.1772	USACE
6	TOTAL FOR SHEET 6	2431.44	0.0558	-	0.0558	USACE
7	TOTAL FOR SHEET 7	772.75	0.0177	-	0.0177	USACE
9	TOTAL FOR SHEET 9	5390.29	0.1237	-	0.0900	USACE
10	TOTAL FOR SHEET 10	10837.62	0.2488	-	0.1819	USACE
11	TOTAL FOR SHEET 11	7495.99	0.1721	-	0.1721	USACE
12	TOTAL FOR SHEET 12	3283.13	0.0754	-	0.0754	USACE
13	TOTAL FOR SHEET 13	214.64	0.0049	-	0.0049	USACE
14	TOTAL FOR SHEET 14	5484.99	0.1259	-	0.0960	USACE
15	TOTAL FOR SHEET 15	7450.71	0.1711	-	0.0812	USACE
16	TOTAL FOR SHEET 16	4257.92	0.0978	-	0.0537	USACE
17	TOTAL FOR SHEET 17	2309.82	0.0530	-	0.0437	USACE
18	TOTAL FOR SHEET 18	10394.07	0.2386	-	0.2386	USACE
19	TOTAL FOR SHEET 19	4067.26	0.0933	-	0.0933	USACE
20	TOTAL FOR SHEET 20	13358.16	0.3067	-	0.3067	USACE
TOTAL FOR THIS PROJECT		98928.87	2.2711	-	1.9973	USACE



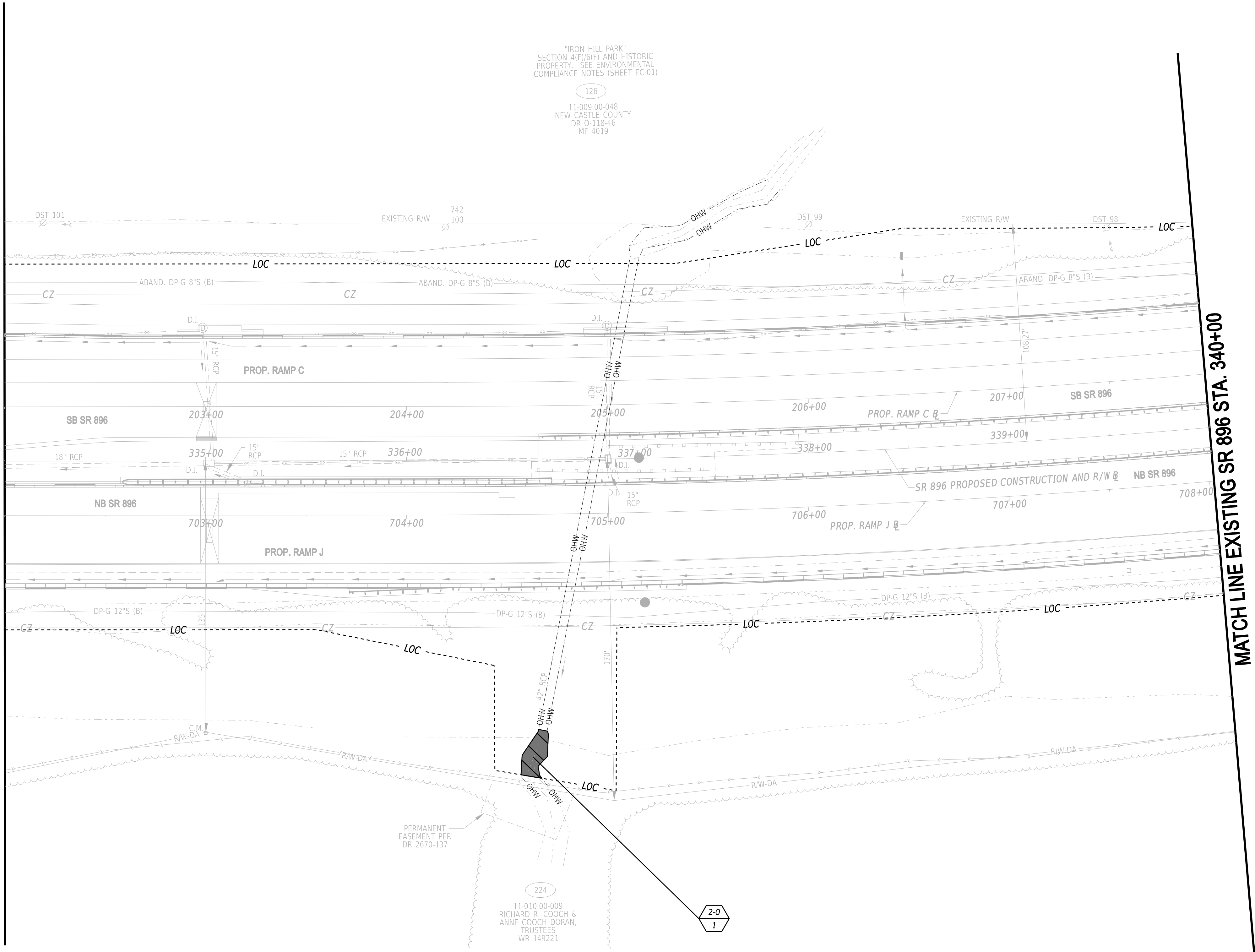
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PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
2-0-1	RIPRAP	210.96	0.0048	8.53	0.0048	USACE/DNREC
TOTAL FOR THIS SHEET		210.96	0.0048	8.53	0.0048	USACE/DNREC



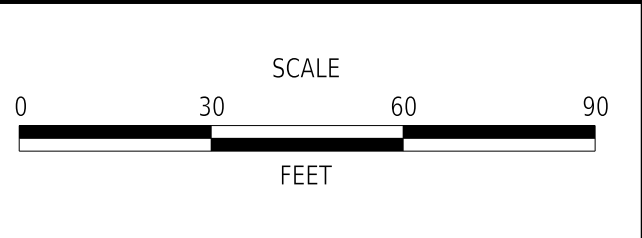
MATCH LINE EXISTING SR 896 STA. 334+00



MATCH LINE EXISTING SR 896 STA. 340+00

LEGEND	
	PERMANENT IMPACT AREA
	TEMPORARY IMPACT AREA
	OHW
	OHW/WL
	WL
	IMPACT AREA TYPE ID. (SEE BELOW)
	IMPACT AREA ID. AND/OR NUMBER
O = OPEN WATER IMPACT W = WETLAND IMPACT	
T = TEMPORARY IMPACT	

ADDENDA / REVISIONS	



I-95 AND SR 896 INTERCHANGE	
-----------------------------	--

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	
-------------------------------	--

EC-02
SECTION
CE
SHEET NO.
1028

"IRON HILL PARK"
SECTION 4(F)(6)(F) AND HISTORIC
PROPERTY. SEE ENVIRONMENTAL
COMPLIANCE NOTES (SHEET EC-01)

126
11-009.00-048
NEW CASTLE COUNTY
DR. O-118-46
MF 4019

4-W
1

MATCH LINE RAMP C
STA. 224+00

MATCH LINE RAMP D
STA. 329+75

MATCH LINE
SR 896 STA. 358+00

MATCH LINE RAMP J
STA. 727+00 (EC-18)

MATCH LINE RAMP D STA. 333+00 (EC-18)

PERMANENT OPEN WATER IMPACT AREA SCHEDULE

ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
4-O-1	RIPRAP	102.06	0.0023	4.06	0.0023	USACE/DNREC
TOTAL FOR THIS SHEET		102.06	0.0023	4.06	0.0023	USACE/DNREC

PERMANENT WETLAND IMPACT AREA SCHEDULE

ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
4-W-1	ROADWAY FILL, GRADING, SHARED-USE PATH	12576.65	0.2887	-	0.2887	USACE
TOTAL FOR THIS SHEET		12576.65	0.2887	-	0.2887	USACE

TEMPORARY WETLAND IMPACT AREA SCHEDULE

ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
4-WT-1	TREE CLEARING, TIMBER MATTING FOR CONSTRUCTION ACCESS	194.28	0.0045	-	USACE
TOTAL FOR THIS SHEET		194.28	0.0045	-	USACE

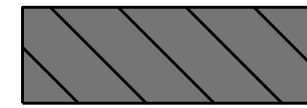
MATCH LINE SR 896 STA. 352+00 (EC-03)

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224
11-010.00-009
RICHARD R. COOCH &
ANNE COOCH DORAN,
TRUSTEES
WR 149221

LEGEND



PERMANENT IMPACT AREA



TEMPORARY IMPACT AREA

--- OHW ---

ORDINARY HIGH WATER

--- OHW/WL ---

ORDINARY HIGH WATER / WETLAND

--- WL ---

WETLAND BOUNDARY



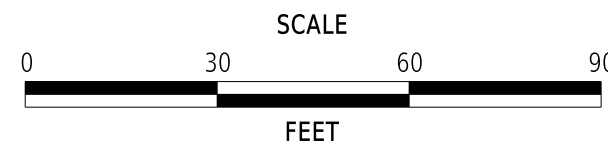
IMPACT AREA TYPE ID. (SEE BELOW)
IMPACT AREA ID. AND/OR NUMBER

O = OPEN WATER IMPACT

W = WETLAND IMPACT

T = TEMPORARY IMPACT

ADDENDA / REVISIONS



I-95 AND SR 896
INTERCHANGE

CONTRACT

T201609002

COUNTY

NEW CASTLE

BRIDGE NO.

N/A

DESIGNED BY: K. FORD

CHECKED BY: S. PENOZA

ENVIRONMENTAL
COMPLIANCE PLAN

EC-04

SECTION

CE

SHEET NO.

1030

MATCH LINE PROPOSED
RAMP C STA. 240+50 (EC-10)

MATCH LINE PROPOSED
RAMP G STA. 501+40 (EC-10)

MATCH LINE
EC-20

MATCH LINE EXISTING SR 896 STA. 368+00

MATCH LINE EXISTING SR 896 STA. 372+75
(EC-06)

MATCH LINE PROPOSED
RAMP C STA. 244+25
(EC-19)

MATCH LINE PROPOSED RAMP A
STA. 105+75 (EC-19)

MATCH LINE EC-19

PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
5-O-1	CHANNEL REALIGNMENT	508.63	0.0117	30.02	0.0117	USACE/DNREC
TOTAL FOR THIS SHEET		508.63	0.0117	30.02	0.0117	USACE/DNREC

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
5-W-1	ROADWAY FILL, POND GRADING, DRAINAGE PIPES, FLARED END SECTIONS, RIPRAP, CHANNEL REALIGNMENT	7718.95	0.1772	-	0.1772	USACE
TOTAL FOR THIS SHEET		7718.95	0.1772	-	0.1772	USACE

LEGEND

- PERMANENT IMPACT AREA
- TEMPORARY IMPACT AREA
- OHW -----

ORDINARY HIGH WATER
- OHW/WL ---

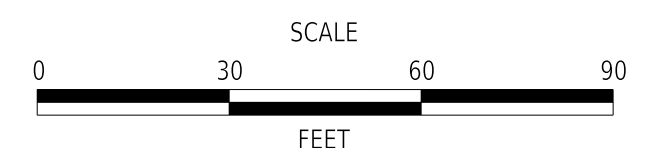
ORDINARY HIGH WATER / WETLAND
- WL -----

WETLAND BOUNDARY
- XX
XX

IMPACT AREA TYPE ID. (SEE BELOW)
IMPACT AREA ID. AND/OR NUMBER
- O = OPEN WATER IMPACT

W = WETLAND IMPACT
- T = TEMPORARY IMPACT

ADDENDA / REVISIONS



I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

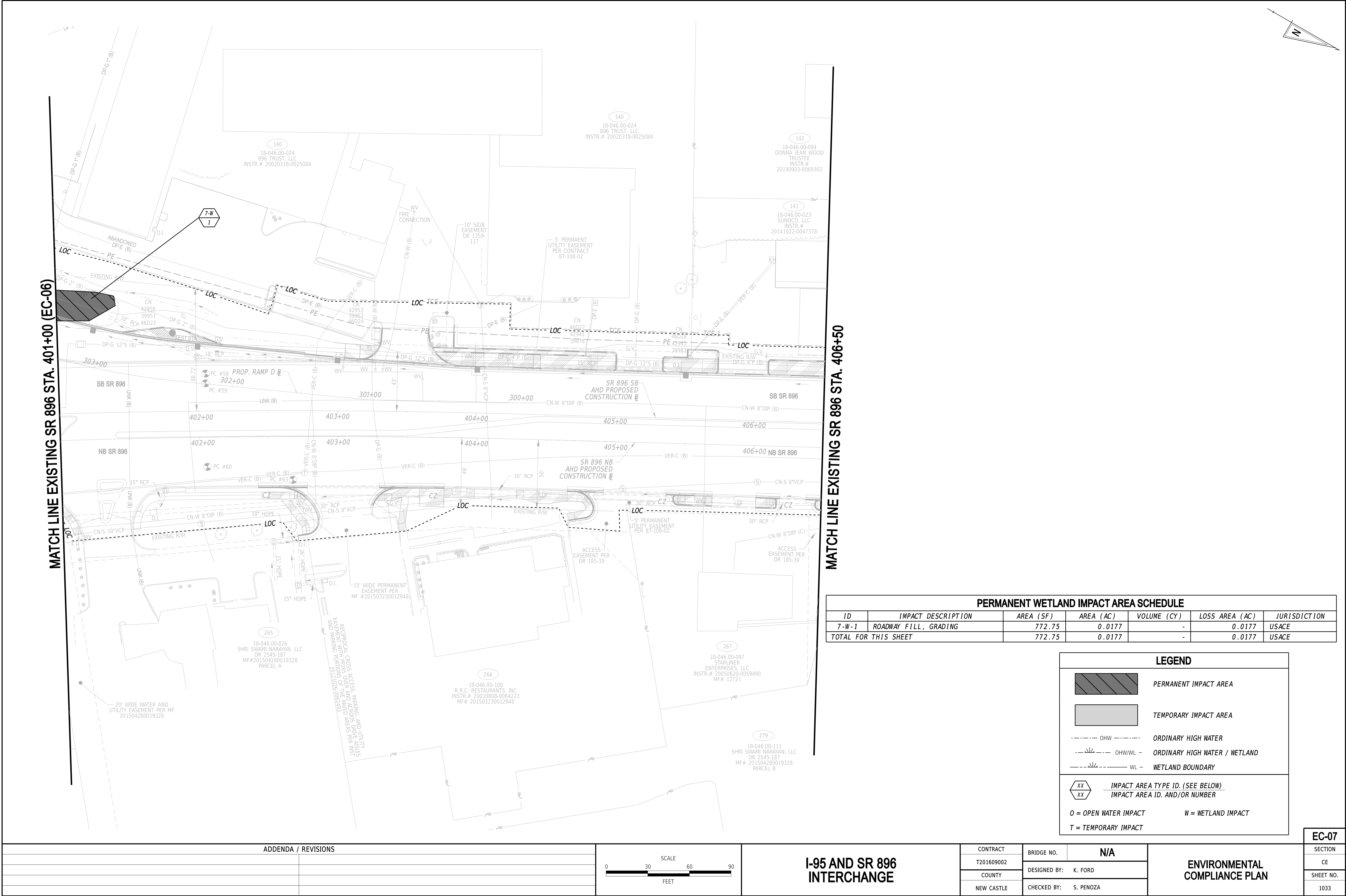
ENVIRONMENTAL
COMPLIANCE PLAN

EC-05
SECTION
CE
SHEET NO.
1031



16-MAR-2022
17:55

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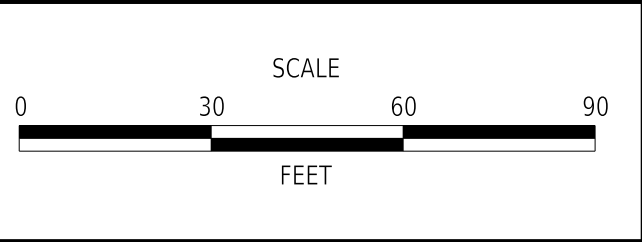
MATCH LINE EXISTING SR 896 STA. 406+50

MATCH LINE EXISTING SR 896 STA. 401+00 (EC-06)

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
7-W-1	ROADWAY FILL, GRADING	772.75	0.0177	-	0.0177	USACE
TOTAL FOR THIS SHEET		772.75	0.0177	-	0.0177	USACE

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

ADDENDA / REVISIONS	



I-95 AND SR 896
INTERCHANGE

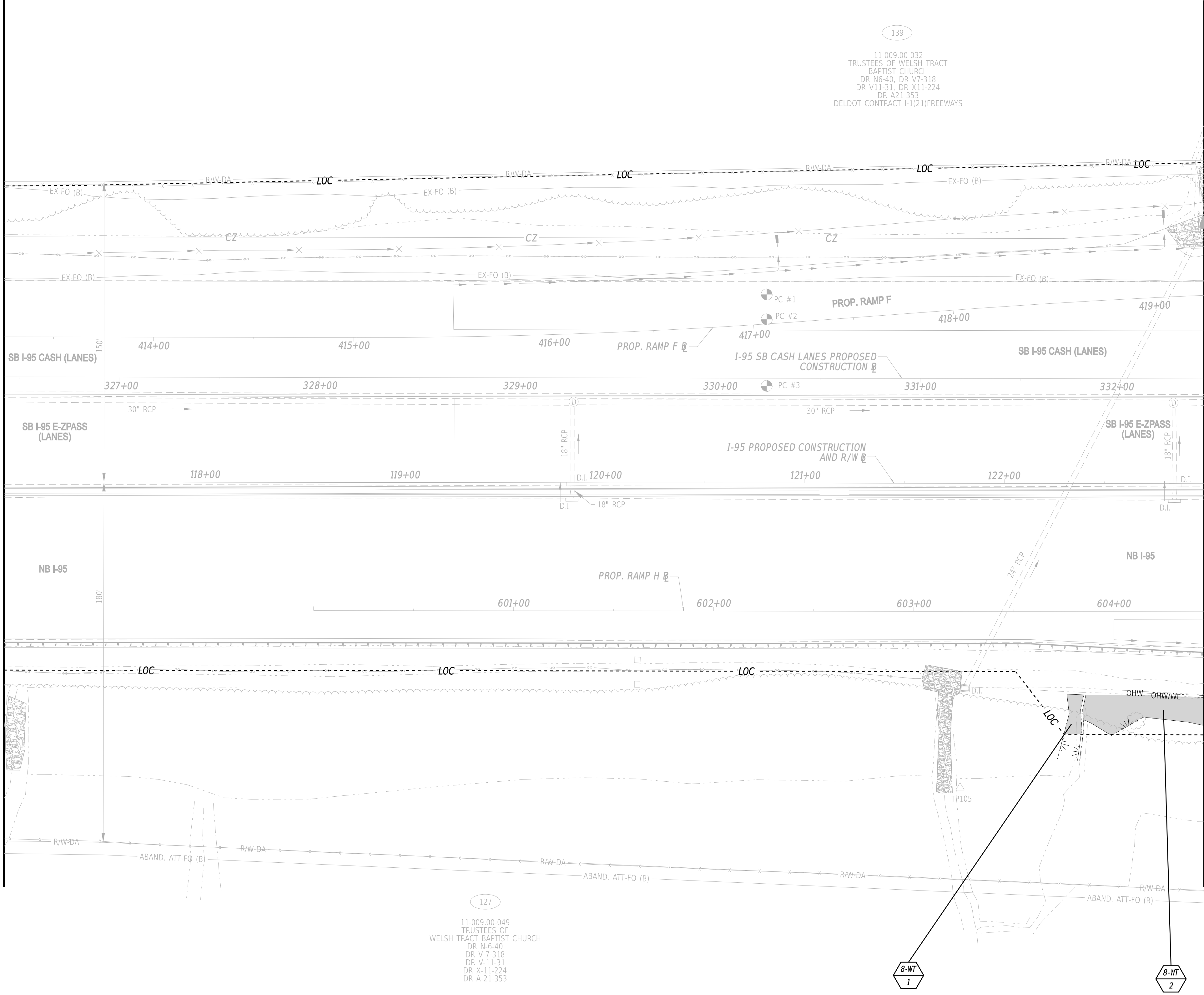
CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	
SECTION	CE
SHEET NO.	1033

EC-07



MATCH LINE EXISTING I-95 STA. 117+00

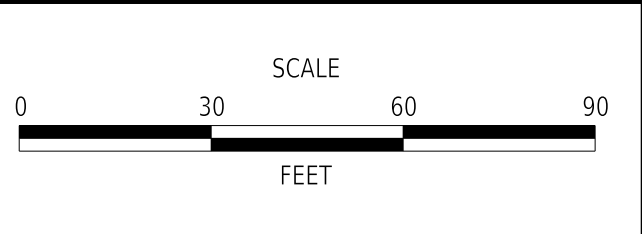


MATCH LINE EXISTING I-95 STA. 123+00
(EC-09)

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
8-WT-1	TIMBER MATTING FOR CONSTRUCTION ACCESS	143.86	0.0033	-	USACE
8-WT-2	TIMBER MATTING FOR CONSTRUCTION ACCESS	845.86	0.0194	-	USACE
TOTAL FOR THIS SHEET		989.72	0.0227	-	USACE

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

ADDENDA / REVISIONS	



I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

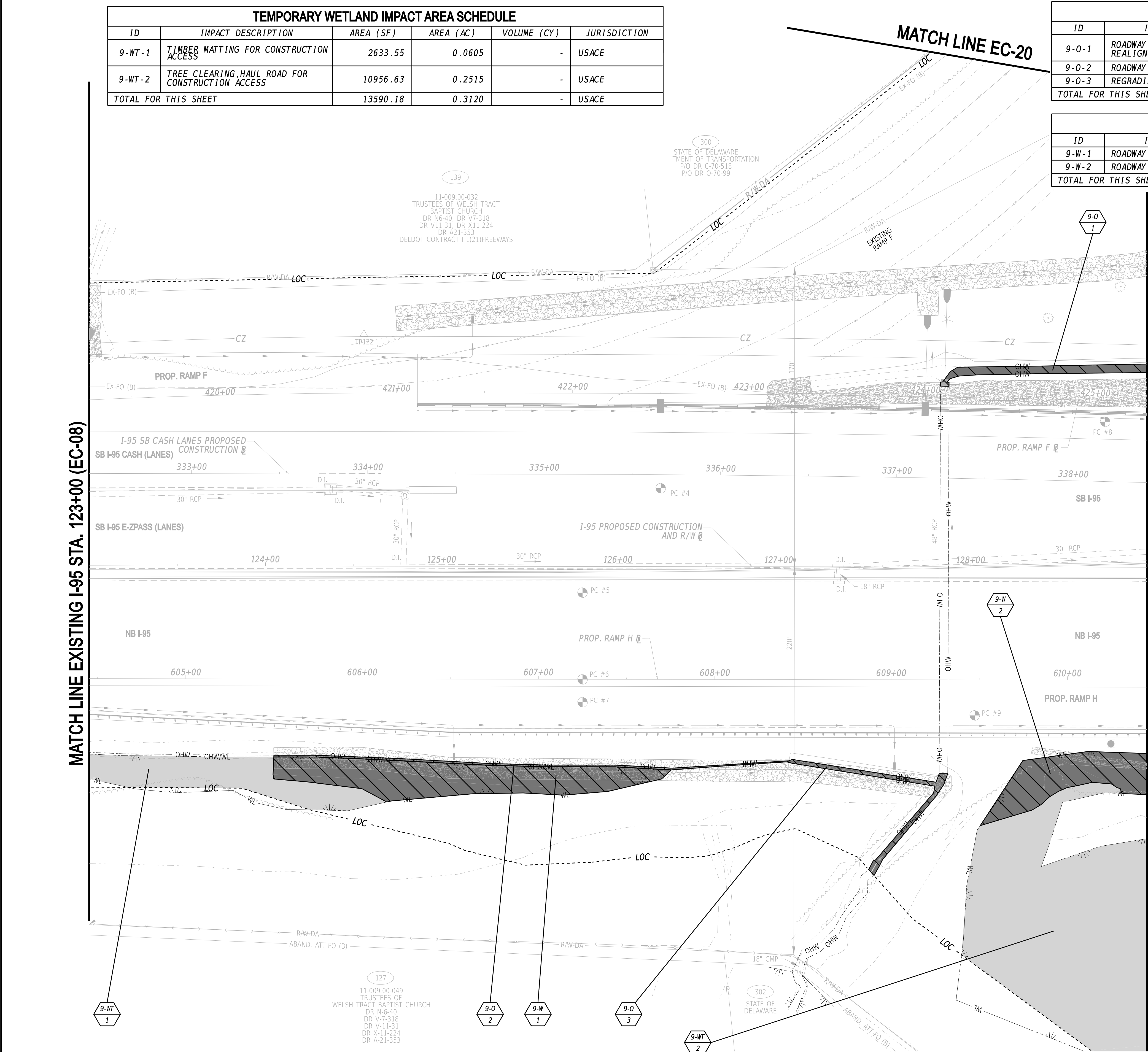
ENVIRONMENTAL COMPLIANCE PLAN	
SECTION	CE
SHEET NO.	1034

EC-08

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
9-WT-1	TIMBER MATTING FOR CONSTRUCTION ACCESS	2633.55	0.0605	-	USACE
9-WT-2	TREE CLEARING,HAUL ROAD FOR CONSTRUCTION ACCESS	10956.63	0.2515	-	USACE
TOTAL FOR THIS SHEET		13590.18	0.3120	-	USACE

PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
9-O-1	ROADWAY FILL AND CHANNEL REALIGNMENT	531.08	0.0122	2.64	0.0122	USACE/DNREC
9-O-2	ROADWAY GRADING	279.51	0.0064	-14.75	0.0064	USACE/DNREC
9-O-3	REGRAIDING	398.35	0.0091	-1.80	0.0091	USACE/DNREC
TOTAL FOR THIS SHEET		1208.94	0.0277	-13.91	0.0277	USACE/DNREC

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
9-W-1	ROADWAY FILL AND RIPRAP	3511.10	0.0806	-	0.0603	USACE
9-W-2	ROADWAY FILL	1879.19	0.0431	-	0.0297	USACE
TOTAL FOR THIS SHEET		5390.29	0.1237	-	0.0900	USACE



LEGEND

PERMANENT IMPACT AREA

TEMPORARY IMPACT AREA

ORDINARY HIGH WATER

ORDINARY HIGH WATER / WETLAND

WETLAND BOUNDARY

XX
XX

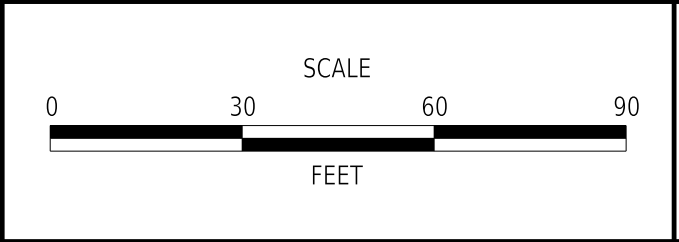
IMPACT AREA TYPE ID. (SEE BELOW)
IMPACT AREA ID. AND/OR NUMBER

O = OPEN WATER IMPACT

W = WETLAND IMPACT

T = TEMPORARY IMPACT

ADDENDA / REVISIONS	



I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	

EC-09
SECTION
CE
SHEET NO.
1035



TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
10-WT-1	CLEARING, HAUL ROAD FOR CONSTRUCTION ACCESS	5366.50	0.1232	-	USACE
TOTAL FOR THIS SHEET		5366.50	0.1232	-	USACE

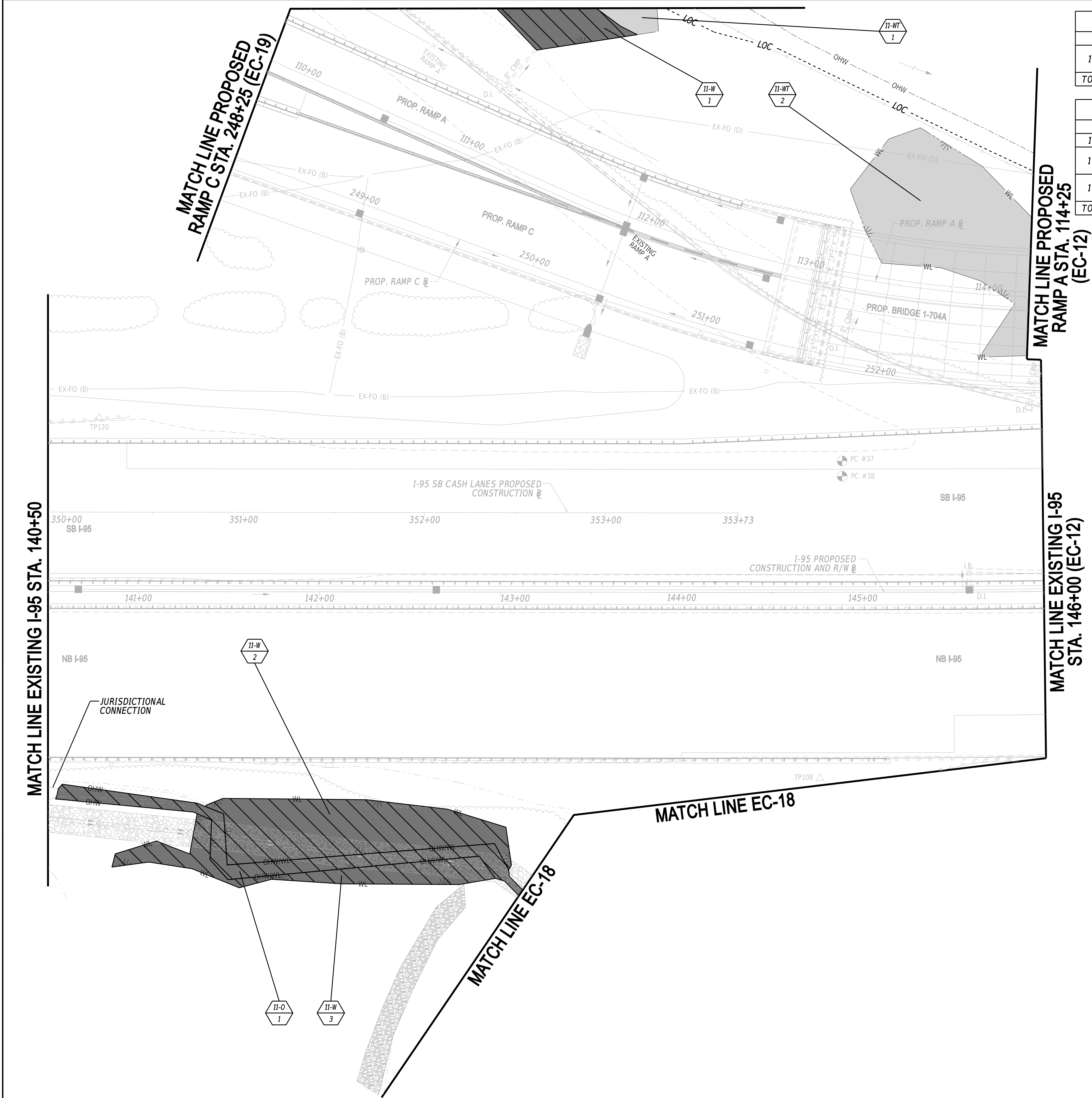
EC-10
SECTION
CE
SHEET NO.
1036

ADDENDA / REVISIONS	



CONTRACT	BRIDGE NO.	N/A
T201609002		
COUNTY	DESIGNED BY: K. FORD	
NEW CASTLE	CHECKED BY: S. PENOZA	

ENVIRONMENTAL COMPLIANCE PLAN

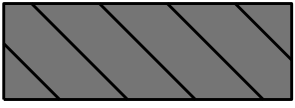


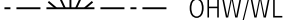
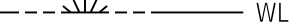




PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
11-O-1	ROADWAY FILL AND CHANNEL REALIGNMENT	2082.69	0.0478	14.23	0.0478	USACE/DNREC
TOTAL FOR THIS SHEET		2082.69	0.0478	14.23	0.0478	USACE/DNREC

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
11-W-1	ROAD FILL	1122.49	0.0258	-	0.0258	USACE
11-W-2	ROADWAY FILL AND CHANNEL REALIGNMENT	4359.35	0.1001	-	0.1001	USACE
11-W-3	ROADWAY FILL AND CHANNEL REALIGNMENT	2014.15	0.0462	-	0.0462	USACE
TOTAL FOR THIS SHEET		7495.99	0.1721	-	0.1721	USACE

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
11-WT-1	CONSTRUCTION ACCESS	335.49	0.0077	-	USACE
11-WT-2	TIMBERMATTING FOR CONSTRUCTION ACCESS	6511.89	0.1495	-	USACE
TOTAL FOR THIS SHEET		6847.38	0.1572	-	USACE



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

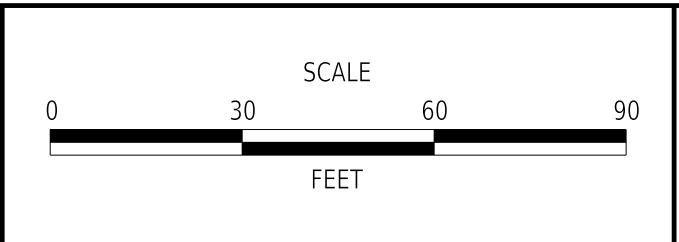
MATCH LINE EXISTING I-95 STA. 140+50

MATCH LINE EXISTING I-95 STA. 146+00 (EC-12)

MATCH LINE EC-18

MATCH LINE EC-18

ADDENDA / REVISIONS	



I-95 AND SR 896 INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	
SECTION	CE
SHEET NO.	1037

EC-11

16-MAR-2022
17:56



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MATCH LINE PROPOSED
RAMP A STA. 114+25 (EC-11)

MATCH LINE EXISTING I-95
STA. 146+00 (EC-11)

MATCH LINE PROPOSED
RAMP J STA. 132+15 (EC-18)
PROPOSED RAMP
STA. 132+15 (EC-18)

MATCH LINE PROPOSED
RAMP D STA. 339+50 (EC-18)

MATCH LINE EXISTING I-95 STA. 152+00

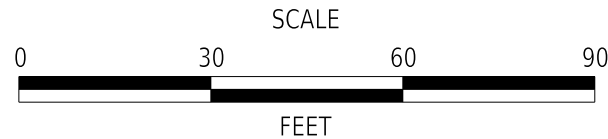
TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
12-WT-1	TIMBERMATTING FOR CONSTRUCTION ACCESS	4113.37	0.0944	-	USACE
12-WT-2	TIMBERMATTING FOR CONSTRUCTION ACCESS	2381.36	0.0547	-	USACE
12-WT-3	TREE CLEARING AND TIMBERMATTING FOR CONSTRUCTION ACCESS	1622.38	0.0372	-	USACE
TOTAL FOR THIS SHEET		8117.11	0.1863	-	USACE

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

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
12-W-1	BRIDGE PIER, RIPRAP	985.22	0.0226	-	0.0226	USACE
12-W-2	RIPRAP	154.71	0.0036	-	0.0036	USACE
12-W-3	BRIDGE FILL, GRADING	2143.20	0.0492	-	0.0492	USACE
TOTAL FOR THIS SHEET		3283.13	0.0754	-	0.0754	USACE

PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
12-O-1	RIPRAP SCOUR PROTECTION	568.76	0.0131	48.70	0.0131	USACE/DNREC
12-O-2	RIPRAP SCOUR PROTECTION	744.98	0.0171	89.36	0.0171	USACE/DNREC
12-O-3	RIPRAP	67.29	0.0015	2.90	0.0015	USACE/DNREC
TOTAL FOR THIS SHEET		1381.03	0.0317	140.96	0.0317	USACE/DNREC

ADDENDA / REVISIONS	

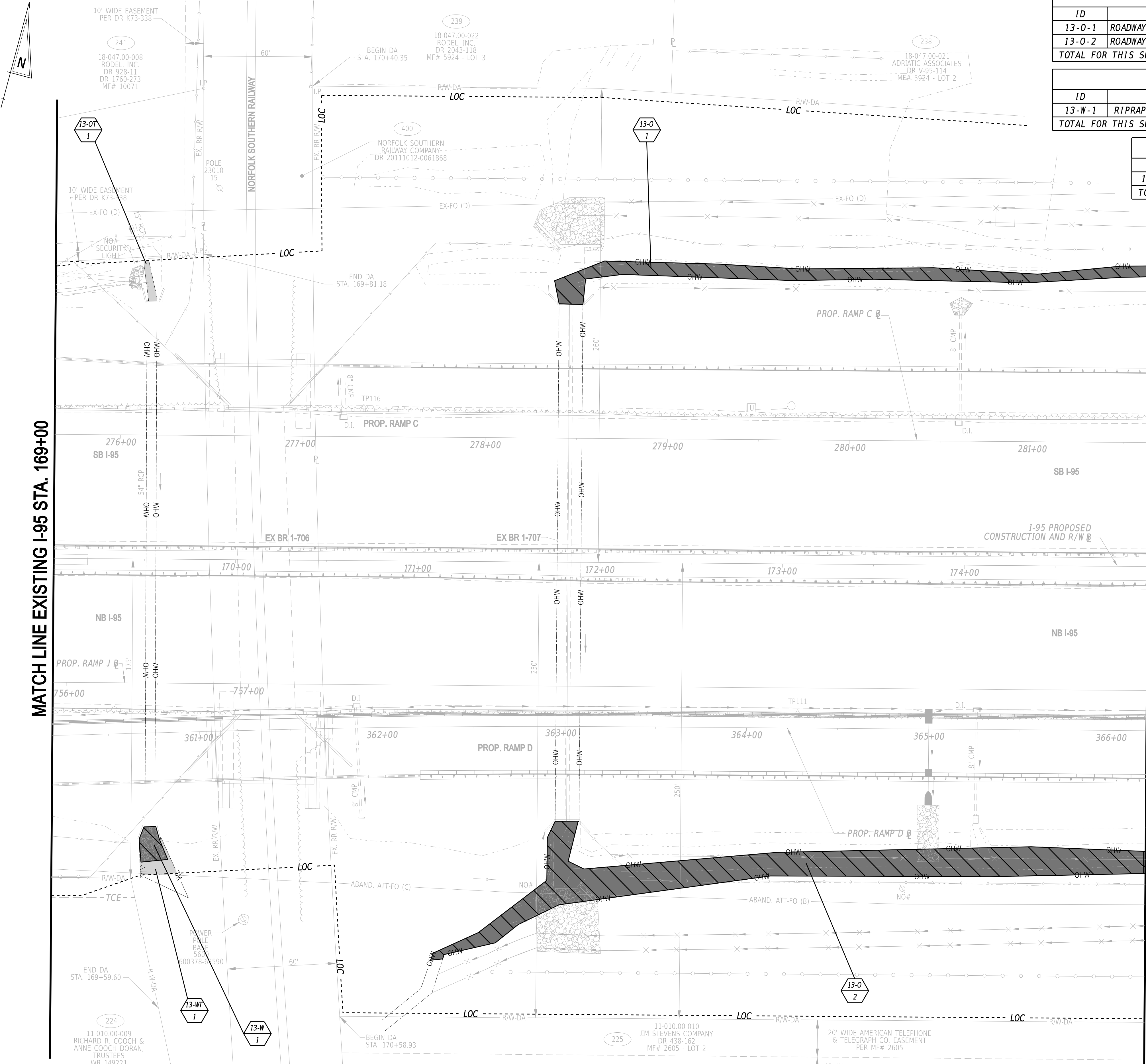


I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL
COMPLIANCE PLAN

EC-12
SECTION
CE
SHEET NO.
1038



PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
13-0-1	ROADWAY FILL, CHANNEL RELOCATION	2241.57	0.0515	23.13	0.0515	USACE/DNREC
13-0-2	ROADWAY FILL, CHANNEL RELOCATION	5892.57	0.1353	177.87	0.1353	USACE/DNREC
TOTAL FOR THIS SHEET		8134.14	0.1868	201.00	0.1868	USACE/DNREC

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
13-W-1	RIPRAP	214.64	0.0049	-	0.0049	USACE
TOTAL FOR THIS SHEET		214.64	0.0049	-	0.0049	USACE

TEMPORARY WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION	
13-WT-1	TIMBERMATS FOR CONSTRUCTION ACCESS	161.44	0.0037	-	USACE	
TOTAL FOR THIS SHEET		161.44	0.0037	-	USACE	

TEMPORARY OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION	
13-OT-1	TEMPORARY DIVERSION	87.74	0.0020	-	USACE/DNREC	
TOTAL FOR THIS SHEET		87.74	0.0020	-	USACE/DNREC	

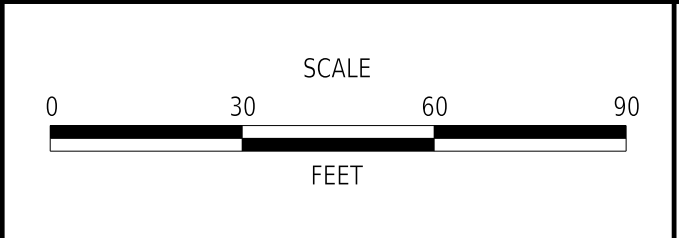
LEGEND	
	PERMANENT IMPACT AREA
	TEMPORARY IMPACT AREA
	OHW
	OHW/WL
	WL
	IMPACT AREA TYPE ID. (SEE BELOW)
	IMPACT AREA ID. AND/OR NUMBER
O = OPEN WATER IMPACT W = WETLAND IMPACT	
T = TEMPORARY IMPACT	

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16-MAR-2022 17:55



ADDENDA / REVISIONS	



I-95 AND SR 896 INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	
SECTION	CE
SHEET NO.	1039

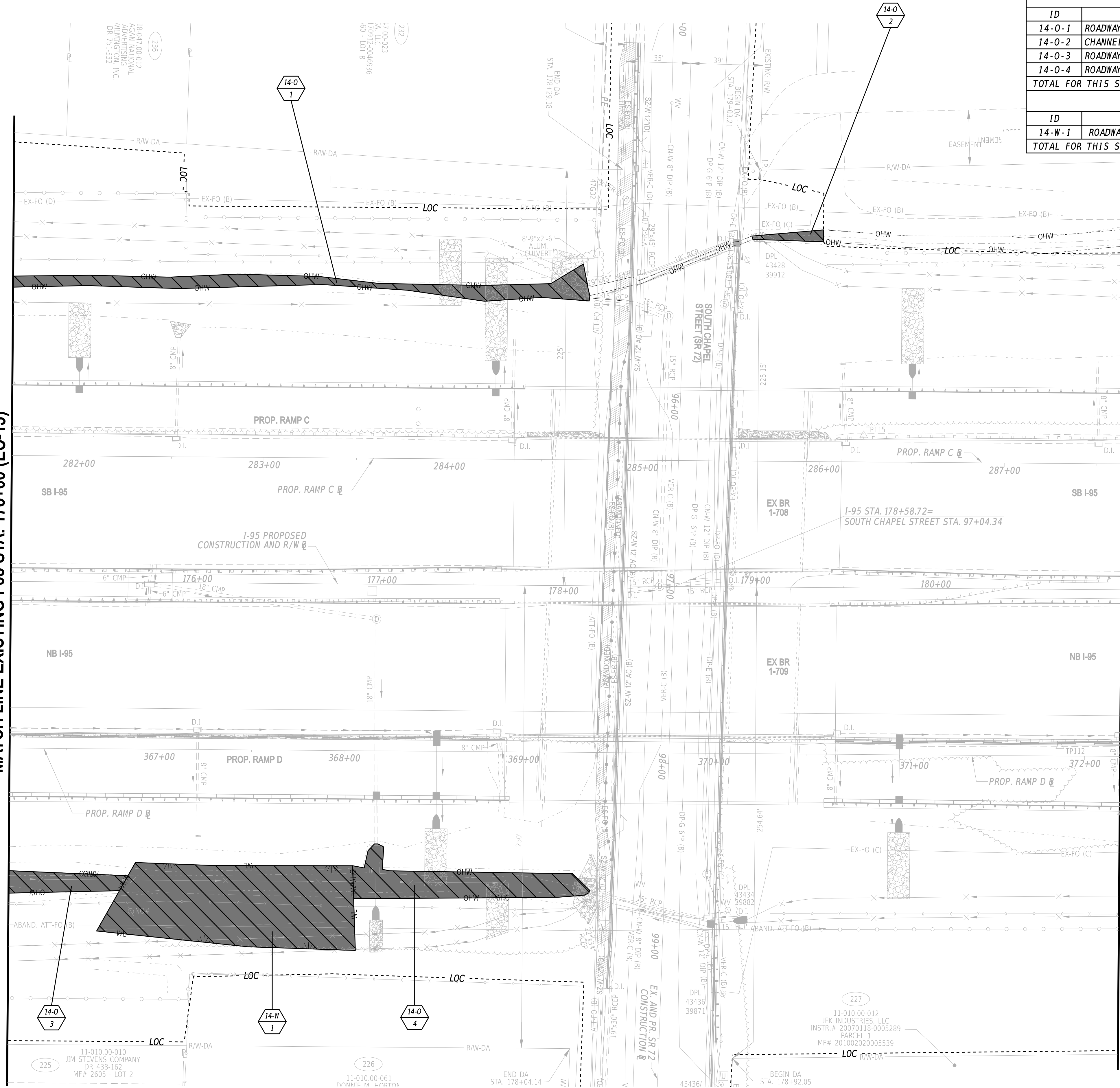
EC-13
SECTION
CE
SHEET NO.
1039



MATCH LINE EXISTING I-95 STA. 175+00 (EC-13)

MATCH LINE EXISTING I-95 STA. 181+00 (EC-15)

PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
14-O-1	ROADWAY FILL, CHANNEL RELOCATION	1947.04	0.0447	-54.38	0.0447	USACE/DNREC
14-O-2	CHANNEL REGRADING	158.16	0.0036	2.63	0.0036	USACE/DNREC
14-O-3	ROADWAY FILL, CHANNEL RELOCATION	639.73	0.0147	17.21	0.0147	USACE/DNREC
14-O-4	ROADWAY FILL, CHANNEL RELOCATION	1860.20	0.0427	41.88	0.0427	USACE/DNREC
TOTAL FOR THIS SHEET		4605.13	0.1057	7.34	0.1057	USACE/DNREC
PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
14-W-1	ROADWAY FILL	5484.99	0.1259	-	0.0960	USACE
TOTAL FOR THIS SHEET		5484.99	0.1259	-	0.0960	USACE

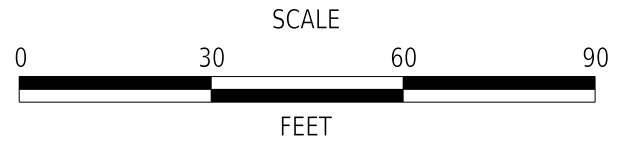


LEGEND	
	PERMANENT IMPACT AREA
	TEMPORARY IMPACT AREA
	ORDINARY HIGH WATER
	ORDINARY HIGH WATER / WETLAND
	WETLAND BOUNDARY
	IMPACT AREA TYPE ID. (SEE BELOW)
	IMPACT AREA ID. AND/OR NUMBER
O = OPEN WATER IMPACT W = WETLAND IMPACT	
T = TEMPORARY IMPACT	

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ADDENDA / REVISIONS	



I-95 AND SR 896 INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	
SECTION	CE
SHEET NO.	1040

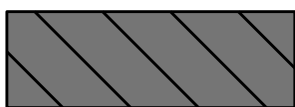


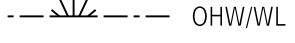
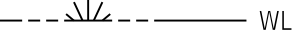

EC-14

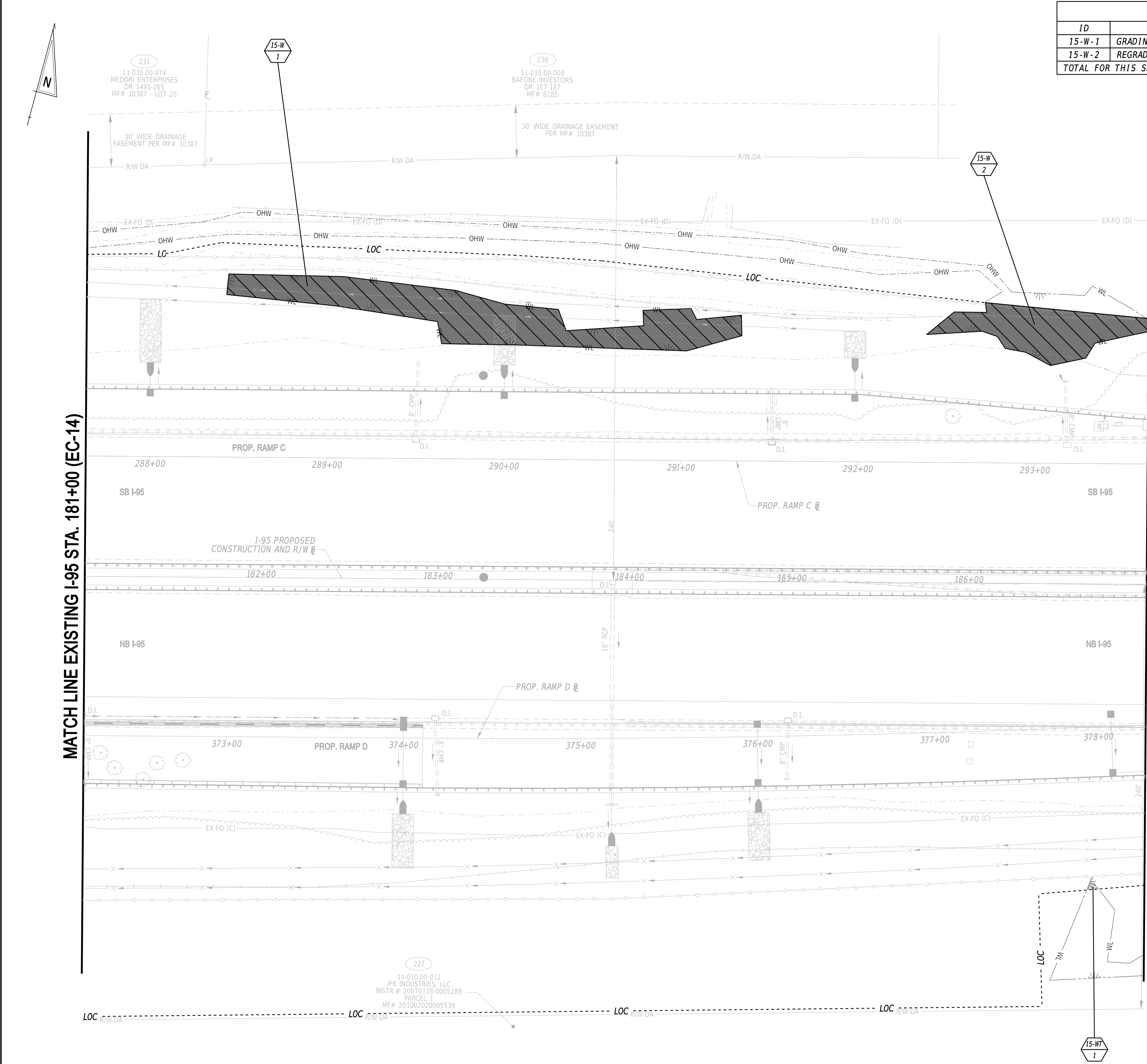
PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
15-W-1	GRADING, SWALE, RIPRAP	5195.12	0.1193	-	0.0294	USACE
15-W-2	REGRAIDING	2255.59	0.0518	-	0.0518	USACE
TOTAL FOR THIS SHEET		7450.71	0.1711	-	0.0812	USACE

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
15-WT-1	CONSTRUCTION ACCESS	19.51	0.0004	-	USACE
TOTAL FOR THIS SHEET		19.51	0.0004	-	USACE

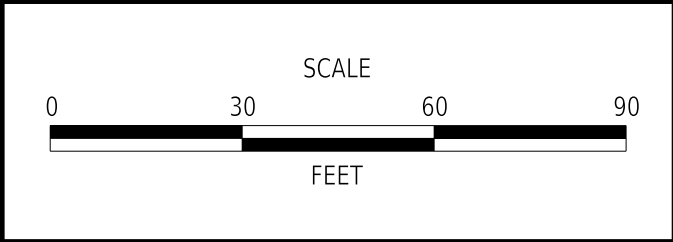
MATCH LINE EXISTING I-95 STA. 181+00 (EC-14)

MATCH LINE EXISTING I-95 STA. 187+00 (EC-16)

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



ADDENDA / REVISIONS	



I-95 AND SR 896 INTERCHANGE	
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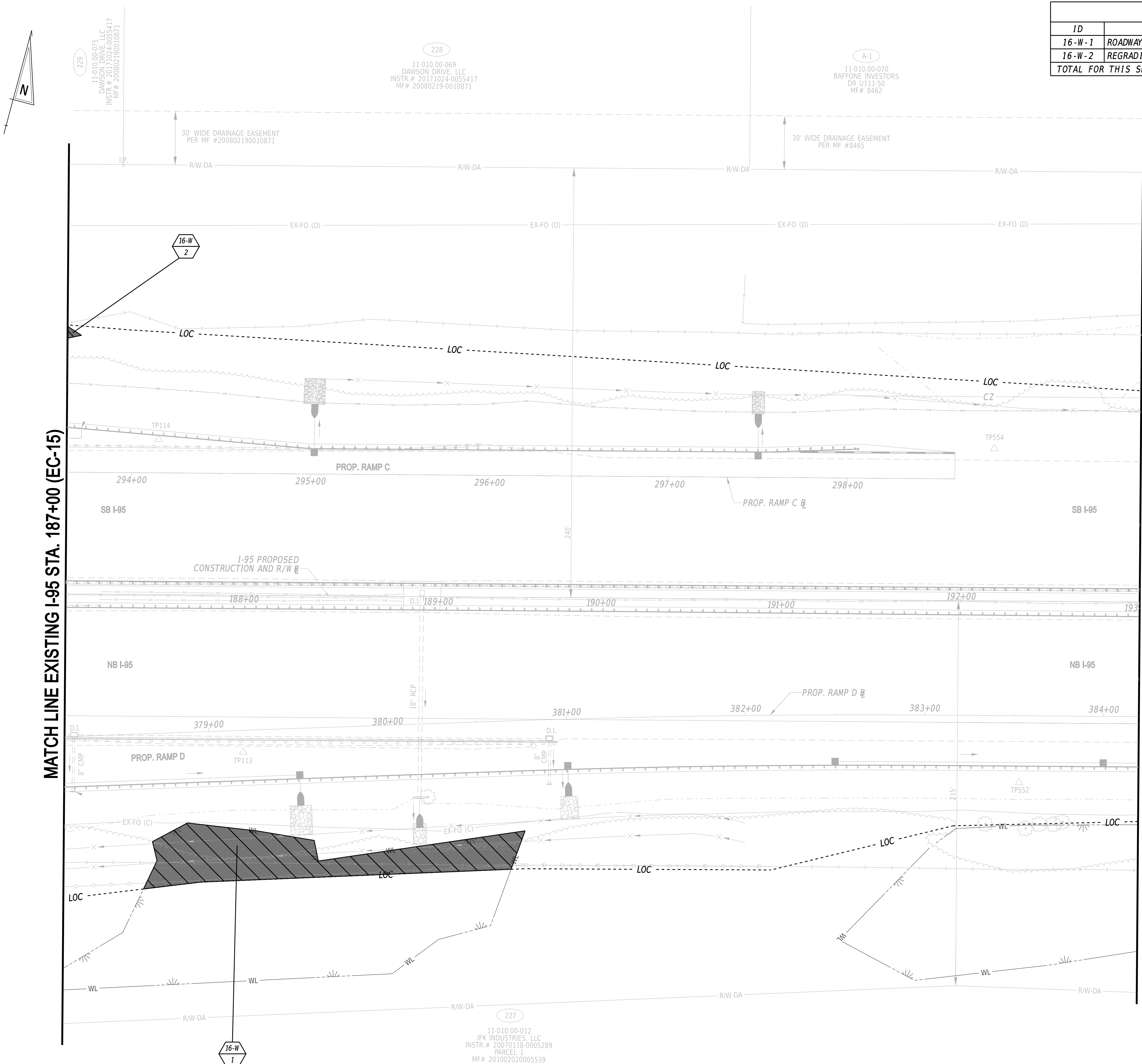
CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	
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EC-15
SECTION
CE
SHEET NO.
1041



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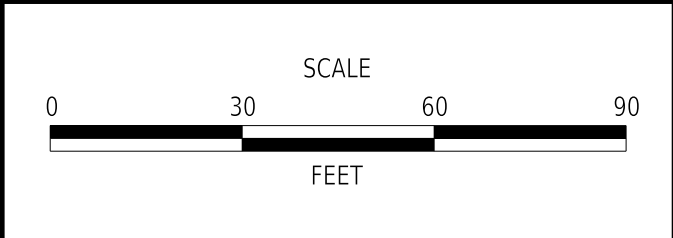
MATCH LINE EXISTING I-95 STA. 193+00

MATCH LINE EXISTING I-95 STA. 187+00 (EC-15)

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
16-W-1	ROADWAY FILL, CHANNEL RELOCATION	4232.09	0.0972	-	0.0531	USACE
16-W-2	REGRAIDING	25.83	0.0006	-	0.0006	USACE
TOTAL FOR THIS SHEET		4257.92	0.0978	-	0.0537	USACE

LEGEND	
	PERMANENT IMPACT AREA
	TEMPORARY IMPACT AREA
	OHW
	OHW/WL
	WL
	IMPACT AREA TYPE ID. (SEE BELOW)
	IMPACT AREA ID. AND/OR NUMBER
O = OPEN WATER IMPACT W = WETLAND IMPACT	
T = TEMPORARY IMPACT	

ADDENDA / REVISIONS	



I-95 AND SR 896 INTERCHANGE	
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CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

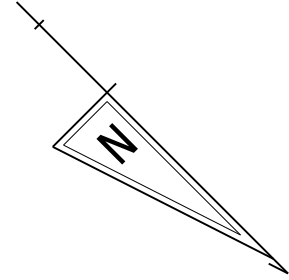
ENVIRONMENTAL COMPLIANCE PLAN	
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EC-16
SECTION
CE
SHEET NO.
1042

"IRON HILL PARK"
SECTION 4(F)(6)(F) AND
HISTORIC PROPERTY. SEE
ENVIRONMENTAL COMPLIANCE
NOTES (SHEET EC-01)

126
11-009.00-048
NEW CASTLE COUNTY
DR O-118-46
MF 4019

302
STATE OF DELAWARE



MATCH LINE
PROPOSED RAMP D
STA. 321+00

MATCH LINE
PROPOSED RAMP C
STA. 232+75

MATCH LINE
PROPOSED RAMP H
STA. 617+75

MATCH LINE
PROPOSED RAMP H
STA. 615+25 (EC-10)

MATCH LINE
PROPOSED RAMP C
STA. 235+50 (EC-10)

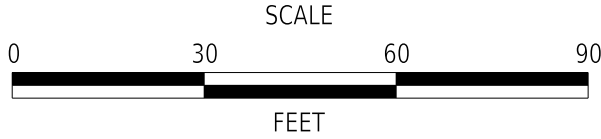
MATCH LINE EC-10

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
17-W-1	ROADWAY FILL	2309.82	0.0530	-	0.0437	USACE
TOTAL FOR THIS SHEET		2309.82	0.0530	-	0.0437	USACE

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
17-WT-1	TREE CLEARING AND TIMBERMATTING FOR CONSTRUCTION ACCESS	4547.69	0.1044	-	USACE
TOTAL FOR THIS SHEET		4547.69	0.1044	-	USACE

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

ADDENDA / REVISIONS



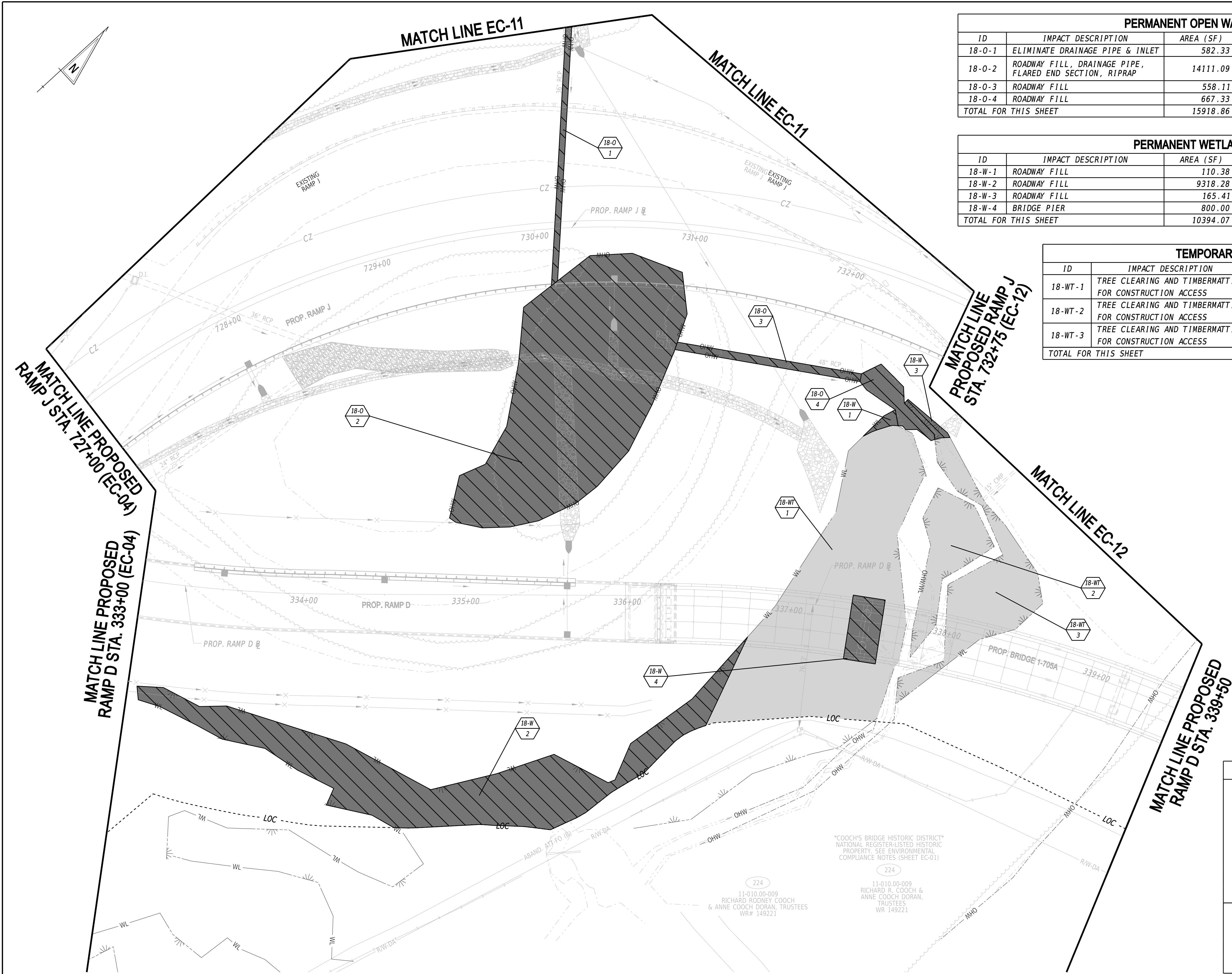
I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL
COMPLIANCE PLAN

EC-17
SECTION
CE
SHEET NO.
1043





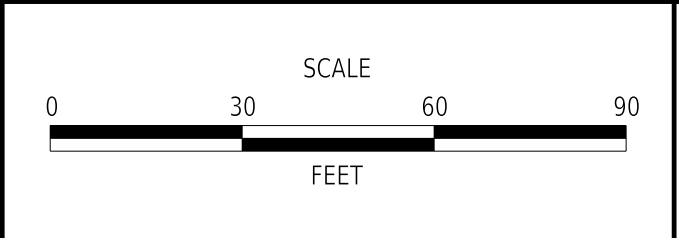
PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
18-O-1	ELIMINATE DRAINAGE PIPE & INLET	582.33	0.0134	20.79	0.0134	USACE/DNREC
18-O-2	ROADWAY FILL, DRAINAGE PIPE, FLARED END SECTION, RIPRAP	14111.09	0.3239	1389.48	0.3239	USACE/DNREC
18-O-3	ROADWAY FILL	558.11	0.0128	26.97	0.0128	USACE/DNREC
18-O-4	ROADWAY FILL	667.33	0.0153	16.63	0.0153	USACE/DNREC
TOTAL FOR THIS SHEET		15918.86	0.3654	1453.87	0.3654	USACE/DNREC

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
18-W-1	ROADWAY FILL	110.38	0.0025	-	0.0025	USACE
18-W-2	ROADWAY FILL	9318.28	0.2139	-	0.2139	USACE
18-W-3	ROADWAY FILL	165.41	0.0038	-	0.0038	USACE
18-W-4	BRIDGE PIER	800.00	0.0184	-	0.0184	USACE
TOTAL FOR THIS SHEET		10394.07	0.2386	-	0.2386	USACE

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
18-WT-1	TREE CLEARING AND TIMBERMATTING FOR CONSTRUCTION ACCESS	11749.20	0.2697	-	USACE
18-WT-2	TREE CLEARING AND TIMBERMATTING FOR CONSTRUCTION ACCESS	2096.89	0.0481	-	USACE
18-WT-3	TREE CLEARING AND TIMBERMATTING FOR CONSTRUCTION ACCESS	3653.33	0.0839	-	USACE
TOTAL FOR THIS SHEET		17499.42	0.4017	-	USACE

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

ADDENDA / REVISIONS	

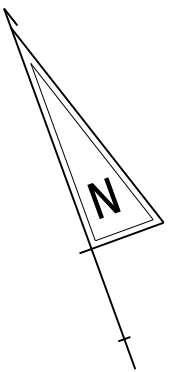
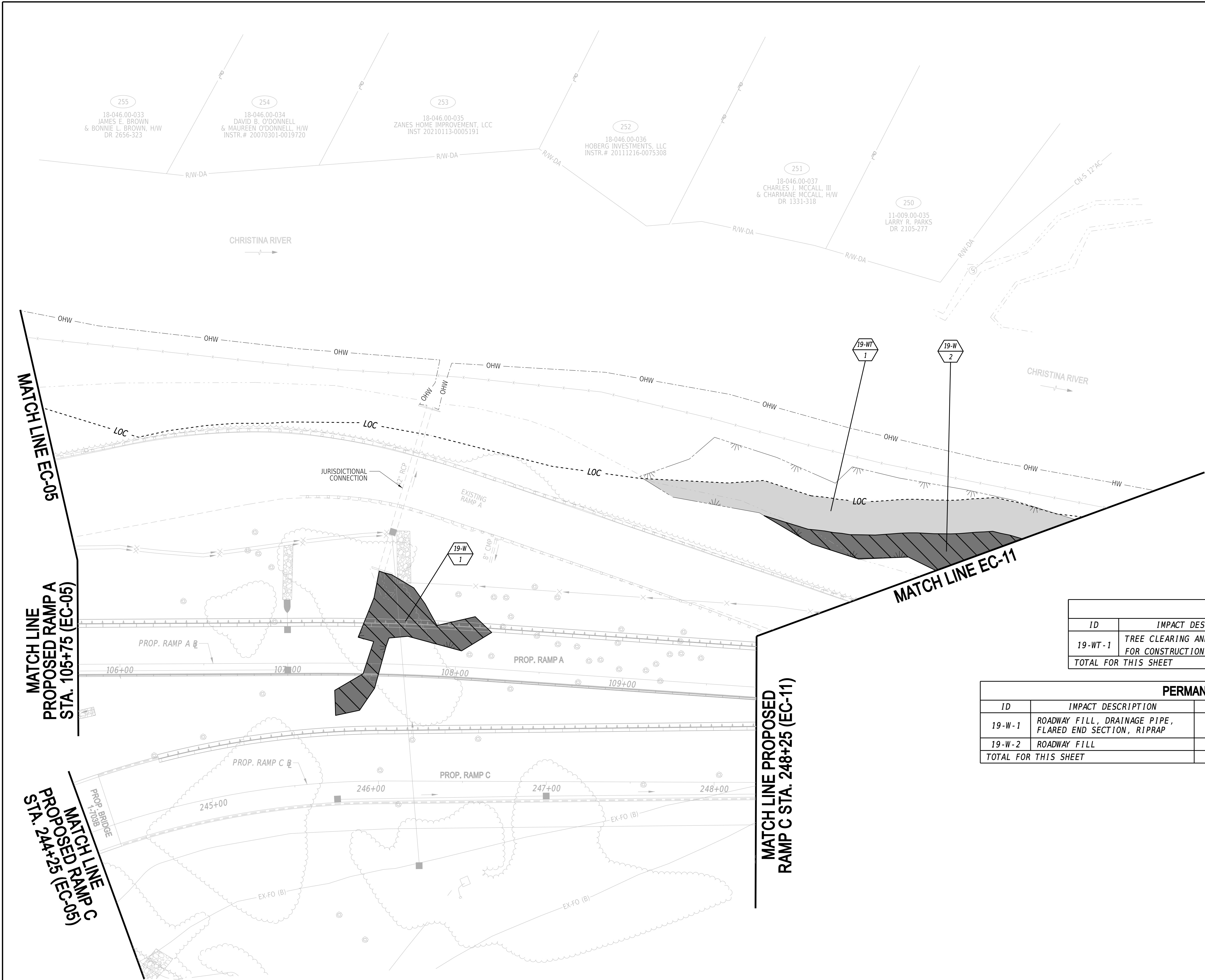


I-95 AND SR 896 INTERCHANGE	
CONTRACT	BRIDGE NO.
T201609002	N/A
COUNTY	DESIGNED BY: K. FORD
NEW CASTLE	CHECKED BY: S. PENOZA

BRIDGE NO.	N/A
DESIGNED BY: K. FORD	
CHECKED BY: S. PENOZA	

ENVIRONMENTAL COMPLIANCE PLAN	
SECTION	CE
SHEET NO.	1044

EC-18
SECTION
CE
SHEET NO.
1044

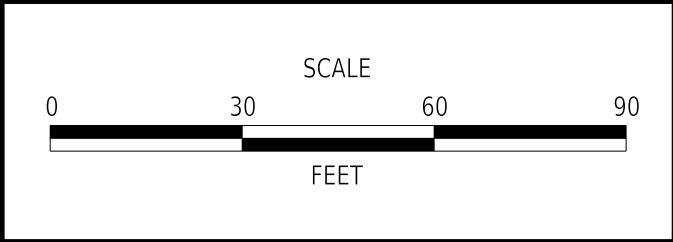


TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
19-WT-1	TREE CLEARING AND TIMBERMATTING FOR CONSTRUCTION ACCESS	4312.67	0.0990	-	USACE
TOTAL FOR THIS SHEET		4312.67	0.0990	-	USACE

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
19-W-1	ROADWAY FILL, DRAINAGE PIPE, FLARED END SECTION, RIPRAP	2262.72	0.0519	-	0.0519	USACE
19-W-2	ROADWAY FILL	1804.54	0.0414	-	0.0414	USACE
TOTAL FOR THIS SHEET		4067.26	0.0933	-	0.0933	USACE

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

ADDENDA / REVISIONS	

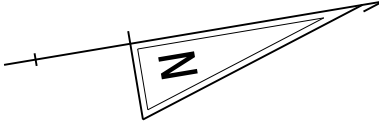


I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	
SECTION	CE
SHEET NO.	1045

EC-19

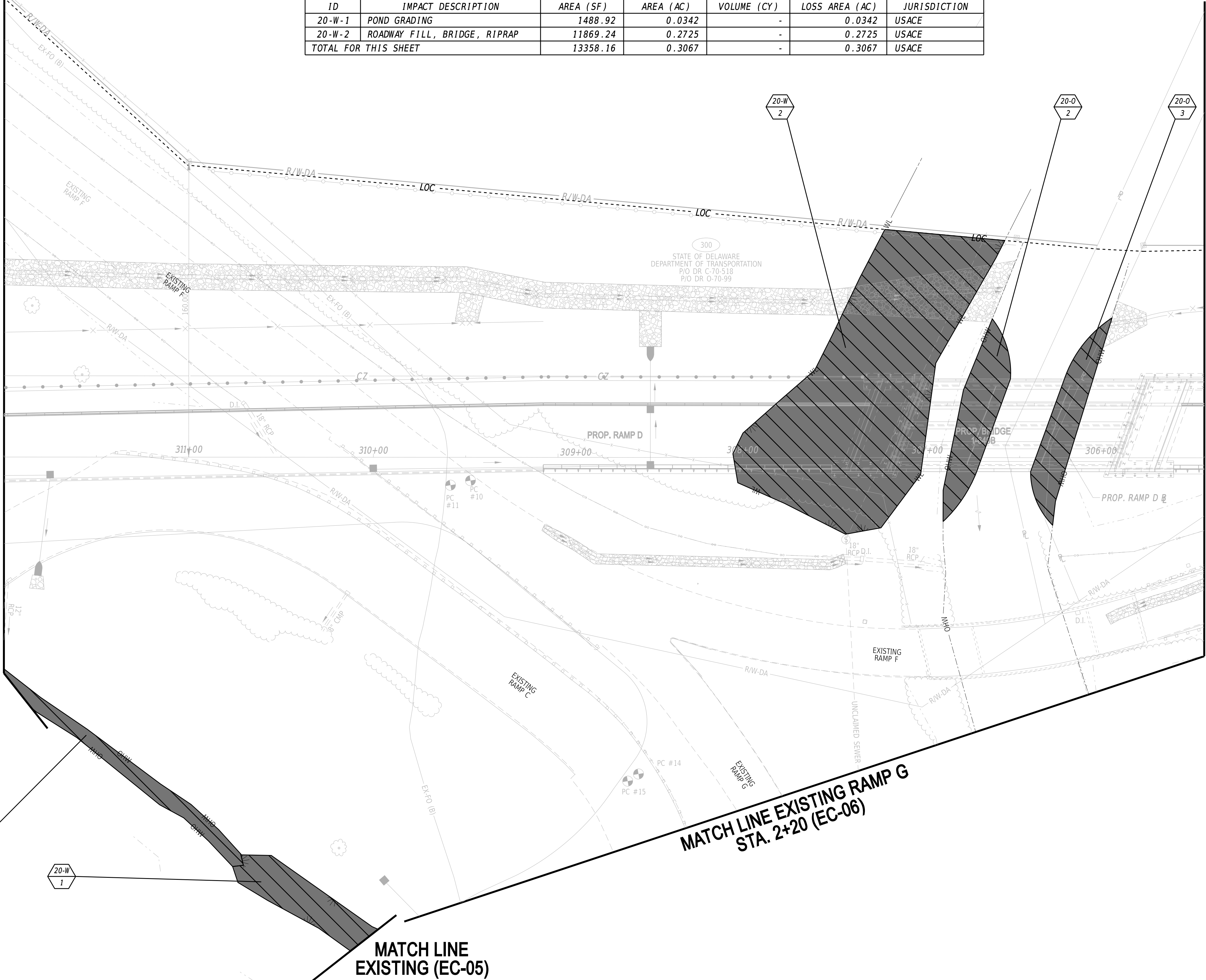


PERMANENT OPEN WATER IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
20-O-1	POND GRADING	1249.32	0.0287	-54.52	0.0287	USACE/DNREC
20-O-2	RIPRAP & SCOUR PROTECTION	1731.14	0.0397	135.01	0.0397	USACE/DNREC
20-O-3	RIPRAP & SCOUR PROTECTION	1522.74	0.0350	140.73	0.0350	USACE/DNREC
TOTAL FOR THIS SHEET		4503.20	0.1034	221.22	0.1034	USACE/DNREC

PERMANENT WETLAND IMPACT AREA SCHEDULE						
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	LOSS AREA (AC)	JURISDICTION
20-W-1	POND GRADING	1488.92	0.0342	-	0.0342	USACE
20-W-2	ROADWAY FILL, BRIDGE, RIPRAP	11869.24	0.2725	-	0.2725	USACE
TOTAL FOR THIS SHEET		13358.16	0.3067	-	0.3067	USACE

MATCH LINE EC-09

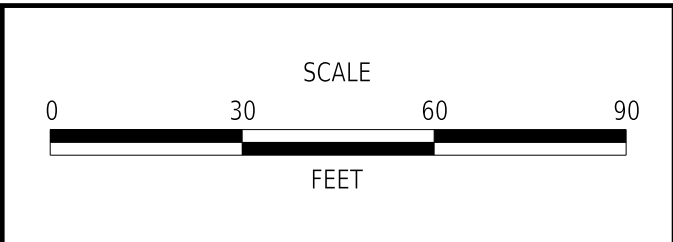
MATCH LINE PROPOSED RAMP D
STA. 312+00 (EC-10)



MATCH LINE PROPOSED RAMP D STA. 305+50
(EC-06)

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

ADDENDA / REVISIONS	



I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	K. FORD
COUNTY	CHECKED BY:	S. PENOZA
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN	

EC-20
SECTION
CE
SHEET NO.
1046

WETLAND MITIGATION SITE NOTES AND SEQUENCE OF CONSTRUCTION

ALL WORK AT THE WESTON WETLAND MITIGATION SITE SHALL BE COMPLETED IN ONE CONSTRUCTION SEASON AND SHALL BEGIN AS THE FIRST OPERATION. THE SITE SHALL BE COMPLETED PRIOR TO THE START OF PHASE 3. APPROVAL OF THE FINAL GRADING AS-BUILT DRAWINGS SHALL OCCUR SO ITEM NO. 908503 - WETLAND MITIGATION GRASS SEEDING SHALL BE PLACED BETWEEN SEPTEMBER 1ST AND NOVEMBER 15TH AS NOTED BELOW.

1.

INSTALL ITEM NO. 905001 - SILT FENCE AND ITEM NO. 905002 - REINFORCED SILT FENCE AROUND THE PERIMETER OF THE SITE AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS.
2.

INSTALL ITEM NO. 908023 - STABILIZED CONSTRUCTION ENTRANCES AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. THE DRIVEWAY SHALL REMAIN OPEN AT ALL TIMES DURING CONSTRUCTION.
3.

INSTALL ORANGE SAFETY FENCE AND APPROPRIATE SIGNAGE AROUND ARCHAEOLOGICAL AREAS WITHIN THE LIMITS OF CONSTRUCTION. PAID FOR UNDER ITEM NO. 727006 - TEMPORARY CONSTRUCTION FENCE.
4.

PERFORM THE CLEARING AND GRUBBING OF THE SITE SO THE WORK ONLY DISTURBS AREAS THAT WILL BE EXCAVATED OR GRADED WITHIN THE NEXT FOURTEEN CALENDAR DAYS.
5.

EXCAVATE THE EXISTING TOPSOIL TO A DEPTH OF 9". PLACE THE EXCAVATED TOPSOIL IN A STOCKPILE IN THE UPLAND AREA NOTED ON THE EROSION AND SEDIMENT CONTROL PLANS. THIS STOCKPILE LOCATION IS IDENTIFIED ON PLANS AS PROPOSED WETLAND MITIGATION TEMPORARY TOPSOIL STOCKPILE. INSTALL ITEM NO. 905002 - REINFORCED SILT FENCE AROUND THE TOPSOIL STOCKPILE PRIOR TO PLACING ANY MATERIALS IN THE STOCKPILE. STABILIZE THE TEMPORARY TOPSOIL STOCKPILE WITH ITEM NO. 908017 - TEMPORARY SEED MIX, DRY GROUND. THIS TOPSOIL WILL BE PLACED ON THE BOTTOM AND SIDES OF THE CREATED WETLAND MITIGATION SITE AND SHALL NOT BE USED ANYWHERE ELSE ON THE PROJECT SITE (ITEM NO. 908006 - TOPSOILING ON THE BOTTOM AND NO. 908010 - TOPSOILING, 6" DEPTH ON THE SIDES). NO TOPSOIL SHALL BE REMOVED FROM THE SITE UNTIL ACCEPTANCE OF THE FINAL GRADING.
6.

EXCAVATE THE WETLAND MITIGATION SITE TO THE DESIGN SUB-GRADE ELEVATIONS AND STOCKPILE THE EXCAVATED MATERIALS AT THE DESIGNATED STOCKPILE LOCATION NOTED ON THE PLANS OR INCORPORATE DIRECTLY INTO THE PROJECT. THE STOCKPILE LOCATIONS ARE IDENTIFIED ON THE PLANS. PAYMENT FOR ALL EXCAVATED MATERIAL TO BE MADE UNDER ITEM NO. 202000 - EXCAVATION AND EMBANKMENT.
7.

THE CONTRACTOR SHALL PREPARE AND SUBMIT AS-BUILT TOPOGRAPHIC PLANS FOR THE SUB-GRADE. THE MAXIMUM HORIZONTAL DISTANCE BETWEEN SPOT ELEVATIONS SHALL BE 20' AND ADDITIONAL SPOT ELEVATIONS SHALL BE OBTAINED AS NECESSARY TO IDENTIFY ALL BREAKS IN GRADE AND OTHER FEATURES. SPOT ELEVATIONS SHALL EXTEND A MINIMUM OF 50' BEYOND THE DISTURBED AREA. SPOT ELEVATIONS SHALL BE OBTAINED AND SHOWN ON THE AS-BUILT PLAN TO ONE-HUNDRETH OF A FOOT. THE TOLERANCE FOR THE PROPOSED WETLAND MITIGATION SITE BOTTOM SHALL BE PLUS OR MINUS ONE TENTH (0.1) OF A FOOT. THE DRAWINGS SHALL BE SUBMITTED TO DELDOT IN BOTH DIGITAL AND PAPER FORMAT CONFORMING TO CURRENT DELDOT CADD STANDARDS. DIGITAL INFORMATION SHALL BE SUBMITTED IN .DGN FORMAT AND .DTM FORMAT AND SHALL INCLUDE ALL SURVEY DATA IN .TXT FORMAT. THE DRAWINGS SHALL BE AT 60 SCALE. CONTOURS SHALL BE SHOWN AT 0.5' INTERVALS AND THE CONTOUR LINES SHALL BE LABELED FREQUENTLY ENOUGH THAT IT IS POSSIBLE TO CLEARLY ASCERTAIN THE ELEVATION OF ANY PARTICULAR CONTOUR LINE ANYWHERE ON THE PLAN SHEET. SPOT ELEVATIONS ON THE AS-BUILTS SHALL BE LABELED AND SHALL BE SUCH THAT THE PLAN SHEET TEXT SHALL BE LEGIBLE, SOLID BLACK CHARACTERS, IN A SIZE APPROPRIATE TO THE SCALE OF THE DRAWINGS AND SEPARATED, NOT SUPERIMPOSED, ON TOP OF ONE ANOTHER. A PROFESSIONAL ENGINEER OR LAND SURVEYOR REGISTERED IN THE STATE OF DELAWARE SHALL SIGN AND SEAL THE AS-BUILTS. THE CONTRACTOR SHALL SUBMIT THE AS-BUILTS WITHIN SEVEN CALENDAR DAYS OF REACHING FINAL SUBGRADE ELEVATIONS. ALL COSTS FOR PREPARING THE SUBGRADE AS-BUILT PLANS SHALL BE PAID FOR UNDER ITEM NO. 763501 - CONSTRUCTION ENGINEERING. DISKING MAY NOT BEGIN UNTIL THE CONTRACTOR HAS RECEIVED THE ENGINEER'S APPROVAL OF THE SUBGRADE AS-BUILT PLAN.
8.

AFTER ACCEPTANCE OF THE SUB-GRADE AS-BUILTS, THE SUBGRADE SHALL BE DISKED TO A MIN. DEPTH OF 4". THREE TIMES. THE SECOND PASS WITH THE DISK SHALL BE PERPENDICULAR TO THE FIRST. SIMILARLY, THE THIRD PASS SHALL BE PERPENDICULAR TO THE SECOND PASS. ALL COSTS SHALL BE INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT. AFTER THE SUB-GRADE IS DISKED, THE CONTRACTOR SHALL PLACE TOPSOIL FROM THE ON-SITE PROPOSED WETLAND MITIGATION TEMPORARY TOPSOIL STOCKPILES, ON THE SIDES AND BOTTOM OF THE WETLAND MITIGATION SITE. TOPSOIL SHALL BE PLACED TO THE LINES, GRADES AND ELEVATIONS SHOWN IN THE PLANS WITH EQUIPMENT UTILIZING WIDE LOW-PRESSURE TIRES OR TRACKS. NINE (9") INCHES OF TOPSOIL SHALL BE PLACED, IN TWO EQUAL 4.5" LIFTS, ON THE BOTTOM OF THE WETLAND SITE. SIX (6") INCHES OF TOPSOIL SHALL BE PLACED ON THE SIDES OF THE WETLAND SITE IN ONE LIFT. ALL COSTS ASSOCIATED WITH PLACING EACH LIFT OF THE TOPSOIL SHALL BE PAID FOR UNDER ITEM NO. 908006 - TOPSOILING ON THE BOTTOM OF THE WETLAND MITIGATION SITE AND NO. 908010 - TOPSOILING, 6" DEPTH ON THE SIDES.
9.

ONCE THE TOPSOIL IS PLACED TO THE FINAL LINES, GRADES AND ELEVATIONS SHOWN ON THE PLANS, THE CONTRACTOR SHALL PREPARE AND SUBMIT AS-BUILT TOPOGRAPHIC PLANS SHOWING IN-PLACE TOPSOIL GRADESAND ELEVATIONS. THESE PLANS SHALL MEET ALL REQUIREMENTS OF THE AS-BUILTS AS STATED ABOVE AND SHALL BE SUBMITTED WITHIN SEVEN CALENDAR DAYS OF REACHING FINAL GRADES.
10.

DELDOT SHALL REVIEW THE SUBMITTED AS-BUILT DRAWINGS TO ENSURE THE PROJECT IS GRADED IN ACCORDANCE WITH THE LINE AND GRADES OF THE PLANS AND SHALL RESPOND TO THE CONTRACTOR WITHIN FOURTEEN CALENDAR DAYS. IF THE SITE IS NOT PROPERLY GRADED, DELDOT SHALL MARK THE ERRORS ON THE DRAWINGS AND RETURN THEM TO THE CONTRACTOR. THE CONTRACTOR SHALL GRADE ANY DEFECTIVE AREAS WITHIN SEVEN CALENDAR DAYS OF RECEIVING THE MARKED PLANS FROM DELDOT AND THEN SHALL PREPARE AND SUBMIT TO DELDOT A NEW SET OF PAPER AND ELECTRONIC AS-BUILT PLANS FOR THE ENTIRE SITE SHOWING THE CORRECTIVE WORK AREAS WITHIN SEVEN CALENDAR DAYS OF COMPLETING THE CORRECTIVE WORK. DELDOT SHALL REVIEW AND, IF NECESSARY, RETURN THE PLANS TO THE CONTRACTOR WITH ANY ERRORS AGAIN MARKED ON THE PLANS WITHIN SEVEN CALENDAR DAYS. THIS PROCESS SHALL CONTINUE UNTIL THE PROJECT AND AS-BUILT DRAWINGS CONFORM TO THE PLANS AND ALL OTHER REQUIREMENTS OF THE CONTRACT DOCUMENTS. ALL COSTS FOR PREPARING THE FINAL AS-BUILT PLANS SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
11.

AFTER ACCEPTANCE OF THE WETLAND FINAL TOPSOIL GRADING BY DELDOT, THE CONTRACTOR SHALL PLACE THE SEED AND MULCH AS SHOWN ON THE WETLAND MITIGATION SITE CROSS SECTIONS AND IN ACCORDANCE WITH THE FOLLOWING:

A.

THE CONTRACTOR SHALL SPREAD THE SEED MIX OVER THE WETLAND MITIGATION AREA AT THE RATES SPECIFIED IN ITEM NO. 908503 - WETLAND MITIGATION GRASS SEEDING AND ON THE PLANS. THIS SEED MIX SHALL ONLY BE APPLIED BETWEEN SEPTEMBER 1ST AND NOVEMBER 15TH.

B.

THEN THE CONTRACTOR SHALL DISK THE AREA, TO A DEPTH OF 4 INCHES, THREE (3) TIMES. THE SECOND PASS WITH THE DISK SHALL BE PERPENDICULAR TO THE FIRST PASS AND SIMILARLY, THE THIRD PASS SHALL BE PERPENDICULAR TO THE SECOND PASS. ALL COSTS FOR DISKING SHALL BE INCIDENTAL TO ITEM NO. 202000 - EXCAVATION AND EMBANKMENT.

C.

AFTER THE CONTRACTOR DISKS THE SEED INTO THE TOPSOIL, THE CONTRACTOR SHALL MULCH THE AREA WITH STRAW MULCH AT 4000 LB/AC AS SPECIFIED IN THE SPECIAL PROVISION FOR ITEM NO. 908503 - WETLAND MITIGATION GRASS SEEDING. SECURE THE STRAW MULCH PER THE SPECIAL PROVISION AFTER EACH APPLICATION. THIS WORK SHALL BE PAID FOR UNDER ITEM NO. 911509 - MULCHING. ITEM NO. 908020 - EROSION CONTROL BLANKET MULCH SHALL BE PLACED ON THE SIDE SLOPES OF THE WETLAND SITE AS SHOWN ON THE WETLAND MITIGATION SITE TYPICAL SECTIONS.
12.

FOLLOWING APPROVAL OF THE AS-BUILTS, ACCEPTANCE OF STABILIZATION AND COMPLETION OF TREE PLANTING, REMOVE TEMPORARY PORTIONS OF ACCESS ROAD AS SHOWN IN THE PLANS AND RESTORE AREA TO EXISTING GRADE. NO STABILIZATION OR SEEDING REQUIRED. COST FOR REMOVAL SHALL BE INCIDENTAL TO ITEM NO. 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS. REMOVE ALL EROSION AND SEDIMENT CONTROLS.
13.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE POSITIVE DRAINAGE AND DEWATERING MEASURES AT ALL TIMES DURING WORK ACTIVITIES REQUIRING ANY EXCAVATION WITHIN THE WETLAND MITIGATION SITE. THESE MEASURES ARE INTENDED TO MAINTAIN THE GROUNDWATER LEVEL AT LEAST ONE FOOT BELOW THE EXCAVATION ELEVATION. THE CONTRACTOR SHALL ALSO PROVIDE NECESSARY DEWATERING TO STABILIZE SLOPE EXCAVATION DURING CONSTRUCTION UNTIL THE SLOPES STABILIZE AS DETERMINED BY THE ENGINEER. IN ADDITION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO GATHER ALL NECESSARY DATA AND INFORMATION TO OBTAIN ANY PERMITS FOR PUMPING GROUNDWATER THAT MAY BE REQUIRED FOR THEIR OPERATIONS. PUMPING PERMITS ARE OBTAINABLE FROM THE DNREC DIVISION OF WATER RESOURCES WATER SUPPLY WELL PERMITTING AND LICENSING BRANCH. ALL COSTS SHALL BE INCIDENTAL TO ITEM NO. 908020 - EROSION CONTROL BLANKET MULCH.
14.

THE DELAWARE FOREST SERVICE SHALL BE ALLOWED ACCESS TO THE WETLAND MITIGATION SITE, AT THE DIRECTION OF THE DELDOT ENGINEER, AFTER DELDOT ACCEPTANCE AND SEEDING IS COMPLETED TO INSTALL THE REQUIRED PLANTINGS.

15.

THE WETLAND MITIGATION GRASS SEED MIX SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR ITEM NO. 908503 - WETLAND MITIGATION GRASS SEEDING AND USED TO SEED THE FINISHED GRADES, AS SHOWN ON THE PLANS. AREAS SEEDED SHALL INCLUDE THE WETLAND MITIGATION SITE BOTTOM, SLOPES, AND SURROUNDING UPLAND AREAS, INCLUDING THE FORESTED UPLAND AREA. CONTRACTOR SHALL SCHEDULE AND COMPLETE CONSTRUCTION SO THAT THE SITE CAN BE STABILIZED WITHIN 14 DAYS AND MEET THE SEEDING WINDOW BELOW:

SEPTEMBER 1ST TO NOVEMBER 15TH

16.

THE REMOVAL AND INSTALLATION OF ALL DESIGNATED PIEZOMETERS SHALL BE COMPLETED BY A CERTIFIED WELL DRILLER. REMOVAL COST INCIDENTAL TO ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS. INSTALLATION TO BE PAID UNDER ITEM 202514 - PIEZOMETER. IT IS THE RESPONSIBILITY OF THE WELL DRILLER TO OBTAIN AND COMPLY WITH THE REQUIRED WELL PERMITS. COST OF OBTAINING THESE PERMITS IS INCLUDED IN ITEM NO. 202514 - PIEZOMETER.
17.

AS NOTED IN THE CONTRACT DOCUMENTS AND DIRECTED BY THE ENGINEER, MATERIALS ARE TO BE STOCKPILED FOR LATER USE IN THE PROJECT. THE TOPSOIL FROM THESE STOCKPILE AREAS SHALL BE REMOVED IN ITS ENTIRETY AND STOCKPILED FOR REPLACEMENT IN THE AREA WHERE IT WAS EXCAVATED. THE EXCAVATION AND STOCKPILING OF THE TOPSOIL SHALL BE MEASURED FOR PAYMENT UNDER ITEM NO. 202000 - EXCAVATION AND EMBANKMENT. THE TOPSOIL SHALL BE REPLACED IN REASONABLY CLOSE CONFORMITY TO THE ORIGINAL LINES, GRADES AND ELEVATIONS AS DIRECTED BY THE ENGINEER. ALL COSTS ASSOCIATED WITH REPLACING THE FULL DEPTH OF THE TOPSOIL REMOVED SHALL BE PAID UNDER ITEM NO. 908010 - TOPSOILING, 6" DEPTH. THE AREA OF TOPSOIL REPLACED SHALL ONLY BE MEASURED ONCE FOR PAYMENT UNDER ITEM NO. 908010 - TOPSOILING, 6" DEPTH OR ITEM NO. 908006 - TOPSOILING. SEEDING AND MULCHING OF THE REPLACED TOPSOIL SHALL BE PERFORMED UNDER THE APPLICABLE BID ITEMS.
18.

ALL SURVEY WORK, INCLUDING LAYOUT AND AS-BUILTS, FOR THE WETLAND MITIGATION SITE SHALL BE BASED OFF A SINGLE MASTER CONTROL POINT AS IDENTIFIED ON THE WETLAND MITIGATION SITE CONTROL DATA PLANS. THIS ELEVATION SHALL NOT BE CHANGED OR MODIFIED. THE MASTER CONTROL POINT SHALL NOT BE DISTURBED.
19.

ANY NATIVE WOODY DEBRIS CLEARED ONSITE SHALL BE STOCKPILED AND PLACED INTO THE WETLAND FOLLOWING FINAL TOPSOIL GRADING AND BEFORE OR CONCURRENT TO SEEDING. COARSE WOODY DEBRIS SHOULD BE RANDOMLY DISTRIBUTED ACROSS THE BOTTOM OF THE SITE. THE CONTRACTOR SHALL CONSULT WITH DELDOT ENVIRONMENTAL OR THEIR DESIGNATED CONSULTANT FOR PLACEMENT.
20.

AREA DEPICTED FOR PERMANENT ACCESS IS FOR ILLUSTRATION ONLY. PERMANENT ACCESS ROAD SHALL NOT BE CONSTRUCTED UNDER THIS CONTRACT.
21.

CONTRACTOR SHALL NOT DISTURB CROPS AFTER PLANTING OR BEFORE HARVEST.
22.

REMOVAL OF DEBRIS IS INCIDENTAL TO ITEM NO. 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS.
23.

REFER TO MASTER EARTHWORK SUMMARY FOR EARTHWORK DETAILS.
24.

REMOVE WELLS AND ABANDON PER DNREC GUIDELINES. CONTRACTOR MUST CONTACT CENTURY ENGINEERING BEFORE REMOVAL OF WELLS TO RETRIEVE EQUIPMENT FROM WELLS:

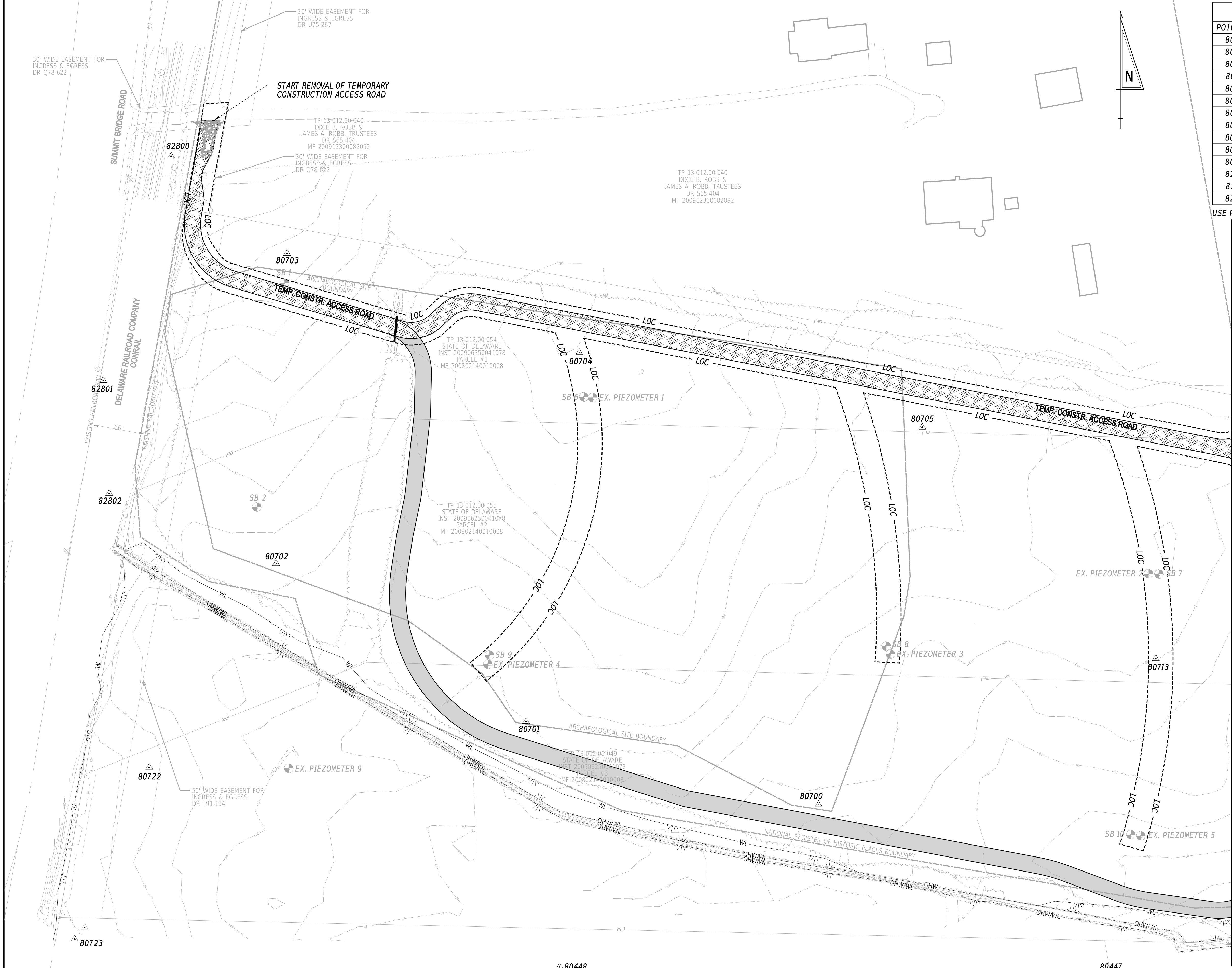
EMAIL:

TJAUSTIN@CENTURYENG.COM

PHONE:

(302) 734 - 9188
-
- LOCATION MAP
NOT TO SCALE
- | | | | | | |
|--|--|--|--|-------------------------------|------------|
| | | | | WM-01 | |
| | | | | SECTION | |
| | | | | CE | |
| | | | | SHEET NO. | |
| | | | | 1485 | |
| | | | | WETLAND MITIGATION SITE NOTES | |
| | | | | BRIDGE NO. | N/A |
| | | | | DESIGNED BY: | E. PRICE |
| | | | | CHECKED BY: | A. SCHMIDT |
| | | | | CONTRACT | |
| | | | | T201609002 | |
| | | | | COUNTY | |
| | | | | NEW CASTLE | |
| | | | | I-95 AND SR 896 INTERCHANGE | |
| | | | | NOT TO SCALE | |
| | | | | ADDENDA / REVISIONS | |
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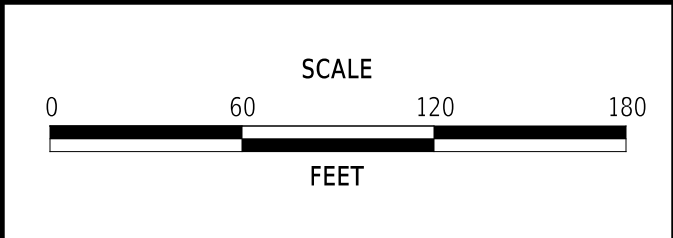
WETLAND MITIGATION CONTROL POINT DATA					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
80447	-	-	545457.5044	573773.0211	59.92'
80448	-	-	545469.7804	573099.5245	64.85'
80700	-	-	545669.0656	573417.3356	61.93'
80701	-	-	545771.2862	573053.2870	63.29'
80702	-	-	545964.8621	572751.6349	64.17'
80703	-	-	546345.5431	572765.0486	67.74'
80704	-	-	546223.9423	573123.6266	66.14'
80705	-	-	546132.3069	573544.6023	63.22'
80713	-	-	545848.3666	573831.2018	61.77'
80722	-	-	545714.8903	572595.9111	65.37'
80723	-	-	545504.1135	572504.4437	66.21'
82800	-	-	546465.0958	572622.8942	68.95'
82801	-	-	546189.6965	572539.4416	67.08'
82802	-	-	546050.9577	572546.8295	68.82'

USE POINT NO. 80710 AS THE MASTER WETLAND MITIGATION CONTROL POINT.

MATCH LINE WM-03

LEGEND	
	TEMPORARY CONSTRUCTION ACCESS ROAD
	PERMANENT ACCESS

ADDENDA / REVISIONS	

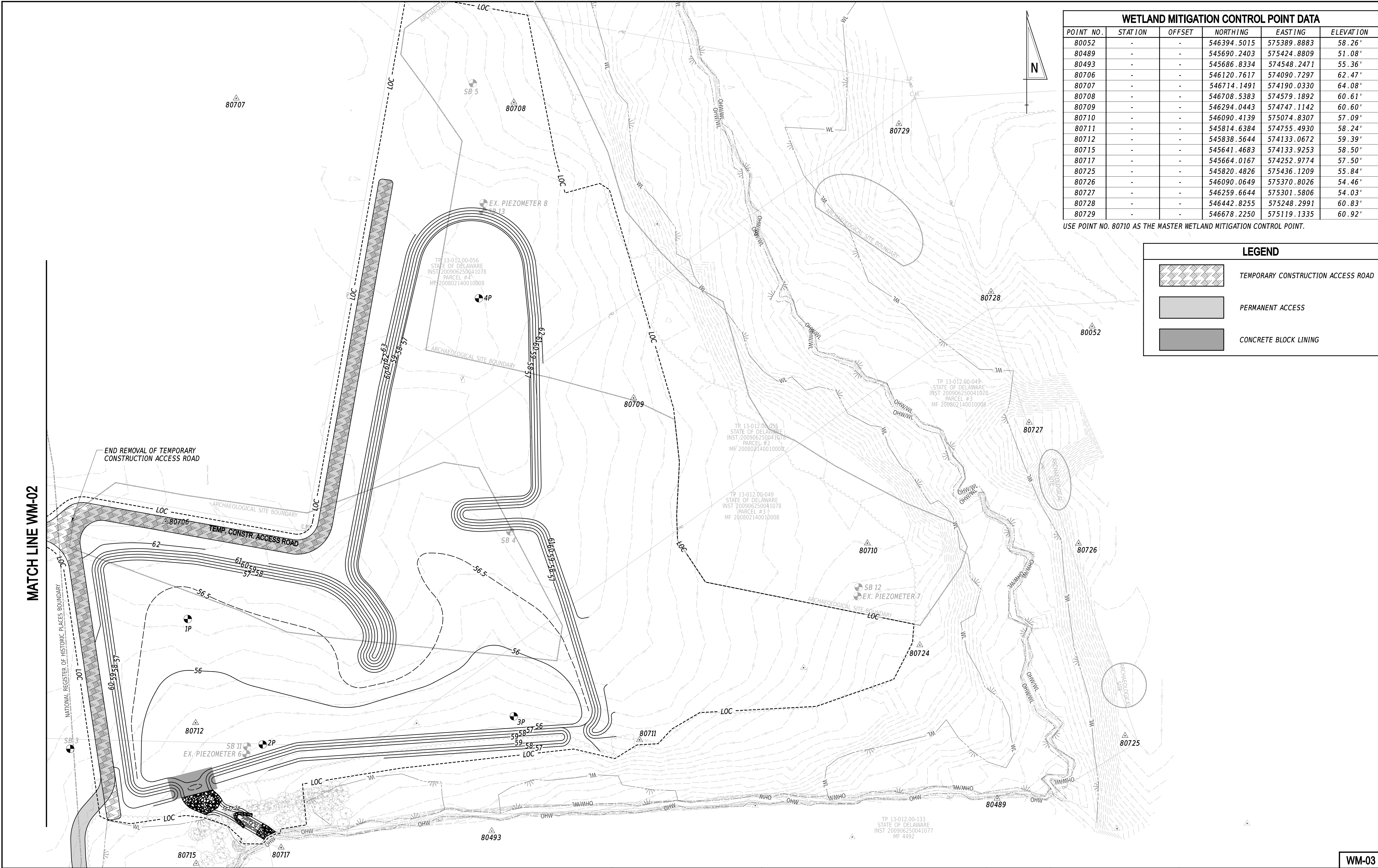


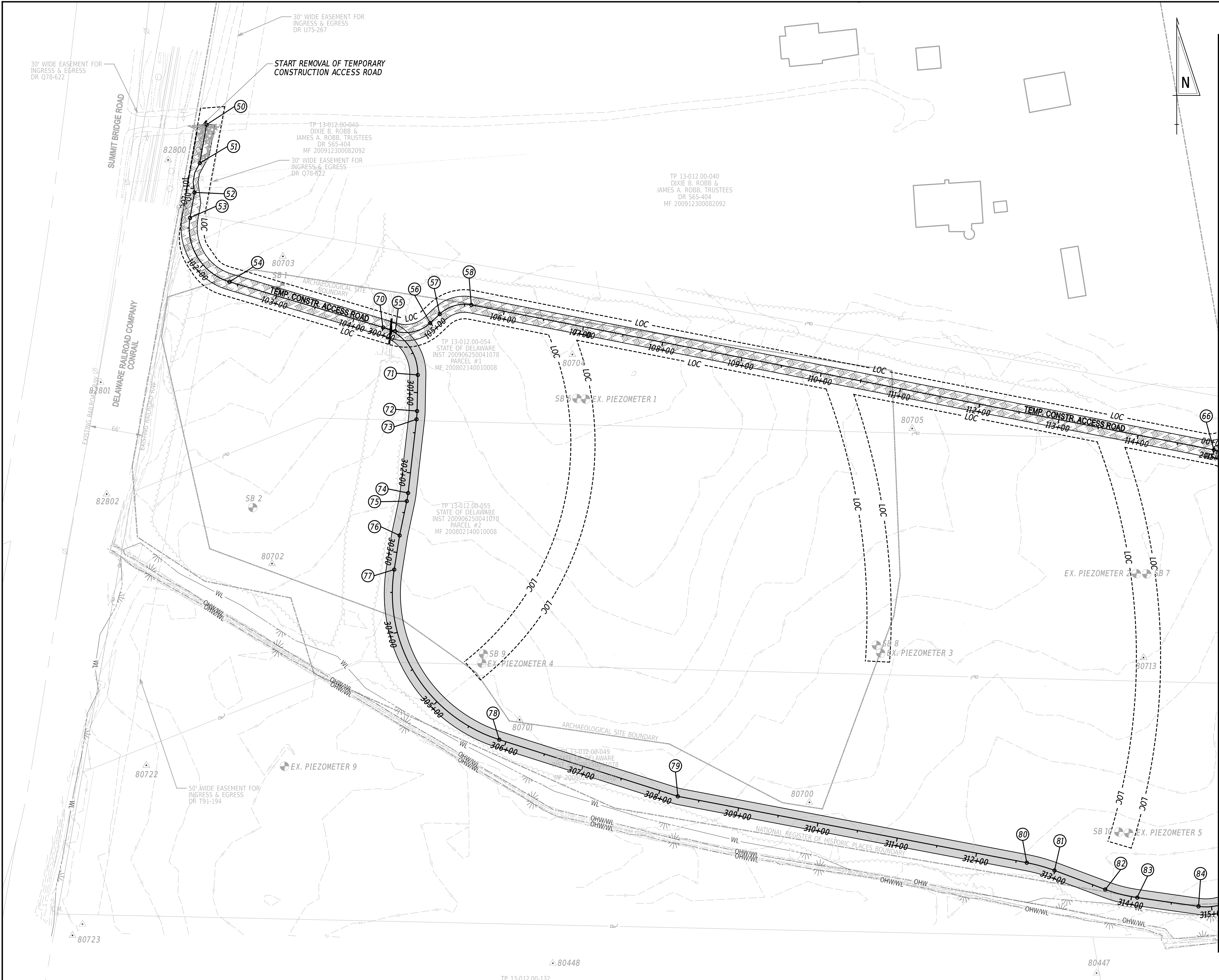
I-95 AND SR 896 INTERCHANGE	
CONTRACT	T201609002
COUNTY	NEW CASTLE

BRIDGE NO.	N/A
DESIGNED BY:	E. PRICE
CHECKED BY:	A. SCHMIDT

WETLAND MITIGATION SITE CONTROL DATA PLAN SHEET 1 OF 2	
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WM-02
SECTION
CE
SHEET NO.
1486





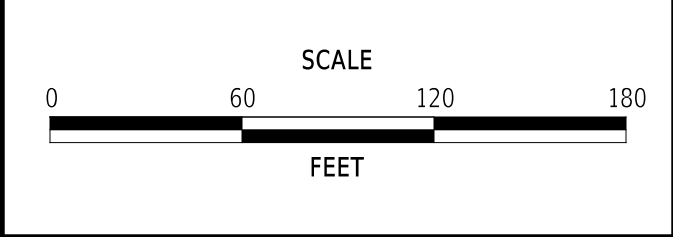
MATCH LINE WM-05

ACCESS ROAD BASELINE				
POINT NO.	STATION	NORTHING	EASTING	
50 POB	100+18.91	546508.7061	572670.5315	
51 PI	100+67.22	546461.1420	572662.0869	
52 PI	101+05.34	546424.8365	572655.6412	
53 PC	101+37.29	546393.3823	572650.0567	
PI	101+99.76	546331.8721	572639.1361	
RADIUS = 70.00'				
54 PT	102+39.30	546314.0535	572699.0131	
55 PC	104+53.50	546252.9568	572904.3200	
PI	104+79.41	546245.5665	572929.1539	
RADIUS = 45.00'				
56 PT	105+00.52	546263.3339	572948.0129	
57 PC	105+16.08	546274.0047	572959.3392	
PI	105+38.97	546289.7002	572975.9991	
RADIUS = 45.00'				
58 PT	105+58.43	546285.4793	572998.4953	

PERM. ACCESS BASELINE				
POINT NO.	STATION	NORTHING	EASTING	
70 POB/PC	300+00.00	546257.4118	572889.3495	
PI	300+45.71	546244.3741	572933.1610	
RADIUS = 60.00'				
71 PT	300+78.12	546198.6735	572932.2234	
72 PC	301+22.91	546153.8987	572931.3048	
PI	301+28.03	546148.7788	572931.1997	
RADIUS = 110.00'				
73 PT	301+33.14	546143.6909	572930.6195	
74 PC	302+25.10	546052.3267	572920.1999	
PI	302+30.20	546047.2615	572919.6222	
RADIUS = 110.00'				
75 PT	302+35.29	546042.2715	572918.5785	
76 PI	302+78.71	545999.7737	572909.6901	
77 PC	303+21.54	545957.4675	572903.0018	
PI	304+84.86	545796.1437	572877.4981	
RADIUS = 190.00'				
78 PT	305+91.36	545746.7103	573033.1649	
79 PI	308+23.38	545676.4854	573254.3045	
80 PC	312+63.44	545594.2284	573686.6058	
PI	312+81.32	545590.8863	573704.1700	
RADIUS = 210.00'				
81 PT	312+99.11	545584.6231	573720.9164	
82 PC	313+66.26	545561.0993	573783.8130	
PI	313+86.84	545553.8906	573803.0874	
RADIUS = 190.00'				
83 PT	314+07.26	545550.9757	573823.4582	
84 PC	314+83.87	545540.1235	573899.2994	
PI	315+67.78	545528.2373	573982.3660	
RADIUS = 65.00'				

LEGEND	
	TEMPORARY CONSTRUCTION ACCESS ROAD
	PERMANENT ACCESS
	CONCRETE BLOCK LINING

ADDENDA / REVISIONS	



I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	T.J. AUSTIN
COUNTY	CHECKED BY:	A. SCHMIDT
NEW CASTLE		

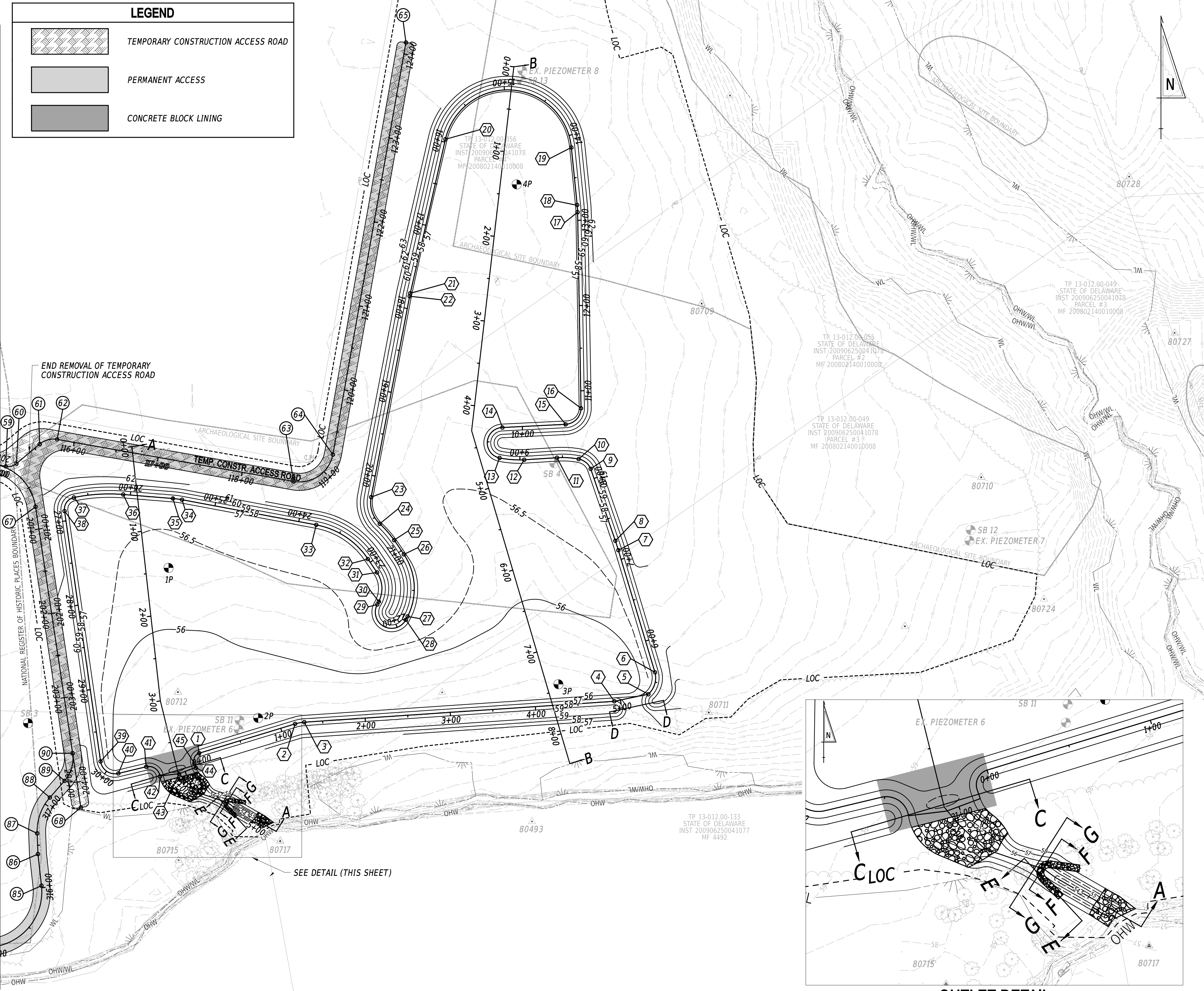
WETLAND MITIGATION SITE
HORIZONTAL
PLAN SHEET 1 OF 2

WM-04
SECTION
CE
SHEET NO.
1488

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MATCH LINE WM-04



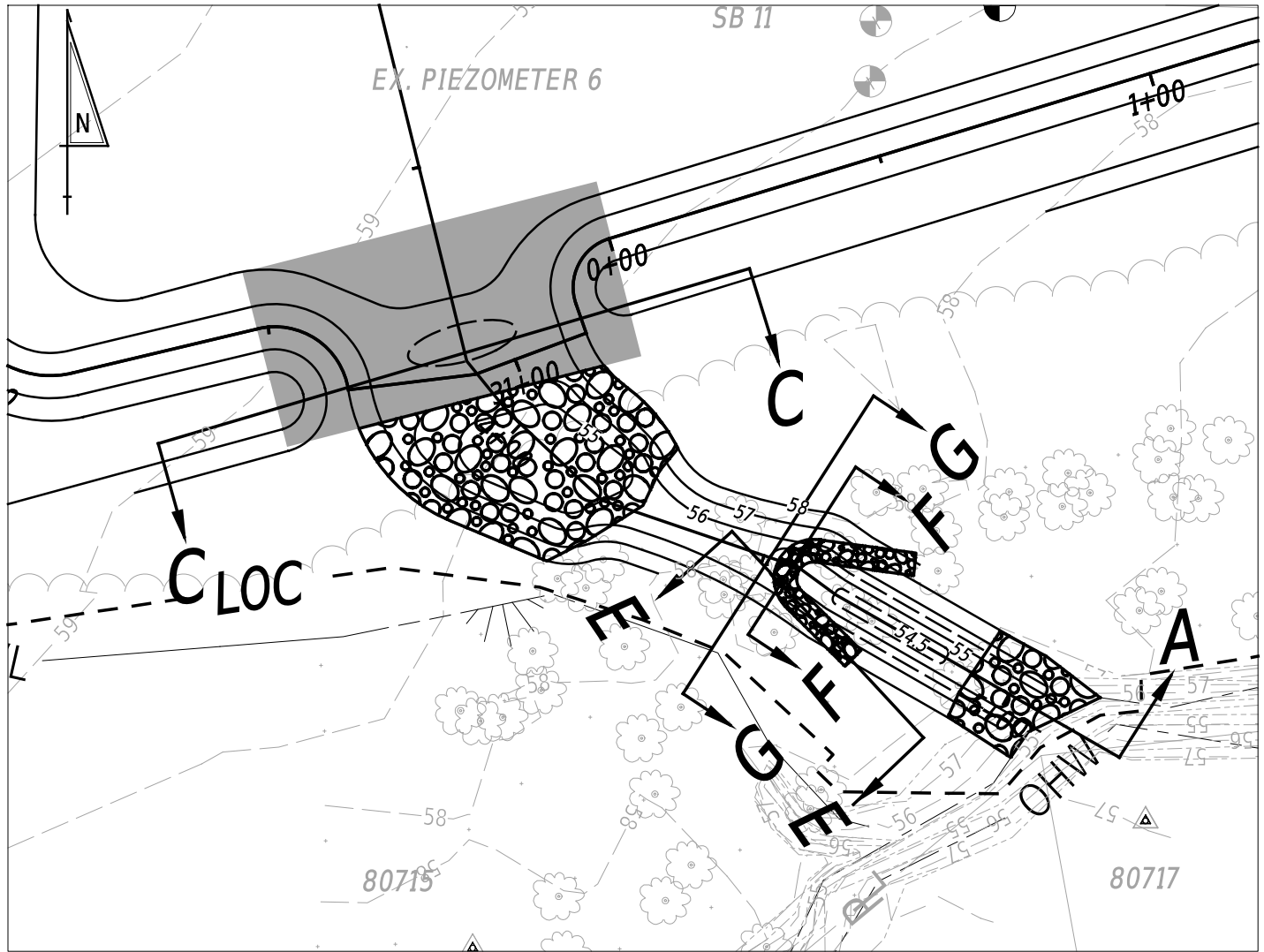
EMBANKMENT BASELINE				
POINT NO.	STATION	NORTHING	EASTING	
1 POB	0+00.00	545766.9781	574158.0705	
2 PC	1+17.46	545801.2904	574270.4095	
PI	1+22.99	545802.9037	574275.6917	
RADIUS = 48.00'				
3 PT	1+28.46	545803.2753	574281.2022	
4 PI	4+92.72	545827.7779	574644.6396	
5 PC	5+33.56	545836.1002	574684.6232	
PI	5+49.21	545846.6148	574696.2105	
RADIUS = 26.00'				
6 PT	5+61.73	545861.7768	574692.3457	
7 PC	7+11.20	546004.9523	574649.4287	
PI	7+17.00	546010.5009	574647.7646	
RADIUS = 304.00'				
8 PT	7+22.79	546015.9821	574645.8903	
9 PC	8+11.96	546100.3480	574617.0054	
PI	8+22.30	546109.9152	574613.0804	
RADIUS = 19.00'				
10 PCC	8+30.90	546111.8135	574602.9150	
PI	8+43.75	546114.1716	574590.2874	
RADIUS = 104.00'				
11 PT	8+56.46	546113.3863	574577.4655	
12 PC	8+95.03	546110.9422	574538.9733	
PI	9+09.63	546110.1514	574524.4015	
RADIUS = 112.00'				
13 PCC	9+24.06	546113.1209	574510.1136	
PI	10+85.77	546146.0266	574351.7878	
RADIUS = 18.00'				
14 PT	9+76.61	546148.7418	574513.4741	
15 PC	10+50.83	546152.4995	574587.5946	
PI	10+68.78	546153.4085	574605.5262	
RADIUS = 19.00'				
16 PT	10+79.60	546171.3628	574605.6323	
17 PC	13+09.46	546401.1914	574601.6318	
PI	13+13.71	546405.4401	574601.5600	
RADIUS = 102.00'				
18 PT	13+17.96	546409.6681	574601.1350	
19 PC	13+85.75	546477.1179	574594.3555	
PI	18+36.37	546925.4849	574549.2891	
RADIUS = 75.00'				
20 PT	15+96.63	546486.6915	574446.7009	
21 PC	17+81.82	546306.1533	574405.4675	
PI	17+83.59	546304.4230	574405.0871	
RADIUS = 102.00'				
22 PT	17+85.36	546302.6805	574404.7670	
23 PC	20+25.19	546067.1428	574359.5921	
PI	20+43.93	546048.7353	574356.0616	
RADIUS = 34.00'				
24 PRC	20+59.45	546035.9229	574369.7415	

EMBANKMENT BASELINE				
POINT NO.	STATION	NORTHING	EASTING	
PI	20+72.28	546027.1496	574379.1088	
RADIUS = 132.00'				
25 PT	20+85.04	546016.7362	574386.6105	
26 PC	21+05.24	546000.0632	574398.0204	
PI	21+47.50	545964.9702	574421.5622	
RADIUS = 72.00'				
27 PT	21+81.67	545927.3058	574402.4015	
28 PC	21+86.18	545923.3291	574400.2729	
PI	22+16.02	545915.545	574374.555	
RADIUS = 19.00'				
29 PT	22+45.87	545941.2626	574366.7708	
30 PC	22+49.91	545944.8246	574368.6775	
PI	22+69.65	545962.5017	574377.4597	
RADIUS = 34.00'				
31 PT	22+85.68	545978.8935	574366.4634	
32 PC	23+04.59	545994.5972	574355.9287	
PI	23+44.00	546027.3285	574333.9711	
RADIUS = 94.00'				
33 PT	23+79.23	546034.6113	574295.2356	
34 PC	25+39.31	546064.1242	574137.8938	
PI	25+44.71	546065.1136	574132.5902	
RADIUS = 104.00'				
35 PT	25+50.10	546065.5489	574127.2127	
36 PC	26+08.55	546070.2656	574068.9487	
PI	26+37.82	546072.6270	574039.7788	
RADIUS = 204.00'				
37 PC	26+67.10	546066.6926	574011.1214	
PI	26+80.44	546064.3822	573997.9779	
RADIUS = 14.00'				
38 PT	26+88.43	546050.7909	574000.1331	
39 PC	29+86.19	545757.3215	574042.4089	
PI	30+04.83	545738.8759	574045.0660	
RADIUS = 17.00'				
40 PT	30+14.45	545743.2112	574063.1905	
41 PC	30+48.07	545751.0322	574095.8797	
PI	30+62.96	545754.4978	574110.3658	
RADIUS = 17.00'				
42 PT	30+69.83	545740.2117	574111.9411	
43 PI	30+92.49	545750.2449	574134.4341	
44 PI	31+13.39	545750.2449	574154.0815	
45 PC	31+18.84	545755.3824	574152.2101	
PI	31+28.22	545764.2362	574149.0935	
RADIUS = 9.00'				
46 PT/POE	31+33.35	545766.9781	574158.0705	

ACCESS ROAD BASELINE				
POINT NO.	STATION	NORTHING	EASTING	
59 PC	115+08.78	546103.2339	573931.2041	
PI	115+15.94	546101.8599	573938.236	
RADIUS = 15.00'				
60 PT	115+22.14	546106.4660	573943.7239	
61 PC	115+57.79	546129.3790	573971.0234	
PI	115+69.46	546136.8876	573979.9695	
RADIUS = 25.00'				
62 PT	115+79.64	546134.8445	573991.4689	
63 PC	118+61.09	546085.6090	574268.5835	
PI	119+00.03	546078.7980	574306.9180	
RADIUS = 40.00'				
64 PT	119+22.84	546116.9348	574314.7609	
65 POE	124+13.64	546600.1960	574400.4363	

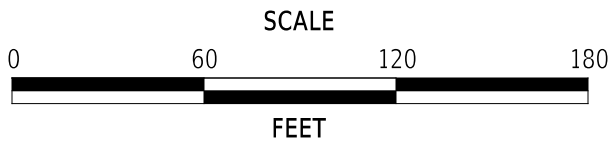
ACCESS ROAD BASELINE			
POINT NO.	STATION	NORTHING	EASTING
66 POB	200+00.00	546105.7477	573918.3388
PI	200+42.31	546097.6335	573959.8660
RADIUS = 60.00'			
67 PT	200+73.71	546055.7924	573966.1643
68 POE	204+30.19	545703.2748	574019.2287

PERM. ACCESS BASELINE				
POINT NO.	STATION	NORTHING	EASTING	
85 PT	316+02.40	545611.6379	573973.1099	
86 PI	316+39.63	545648.6448	573969.0028	
87 PC	316+63.97	545672.9699	573968.0416	
P I	316+87.96	545696.9385	573967.0945	
RADIUS = 60.00'				
88 PT	317+09.61	545714.9540	573982.9321	
89 PC	317+35.67	545734.5280	574000.1398	
P I	317+54.28	545748.4982	574012.4212	
RADIUS = 40.00'				
90 PT/POE	317+70.50	545766.8921	574009.6524	



OUTLET DETAIL
SCALE: 1"=30'

ADDENDA / REVISIONS



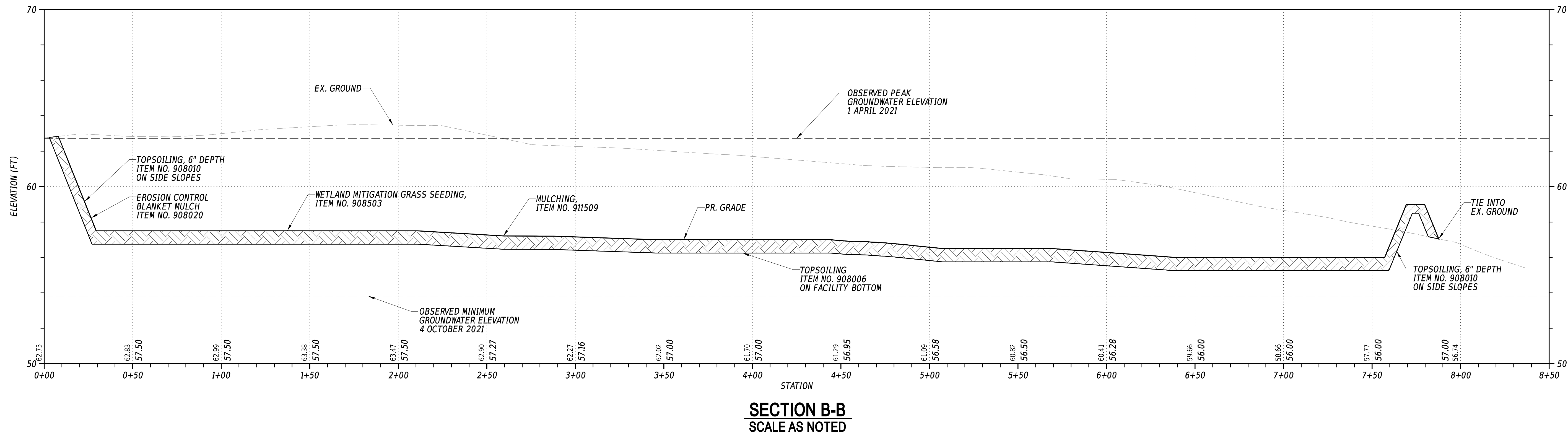
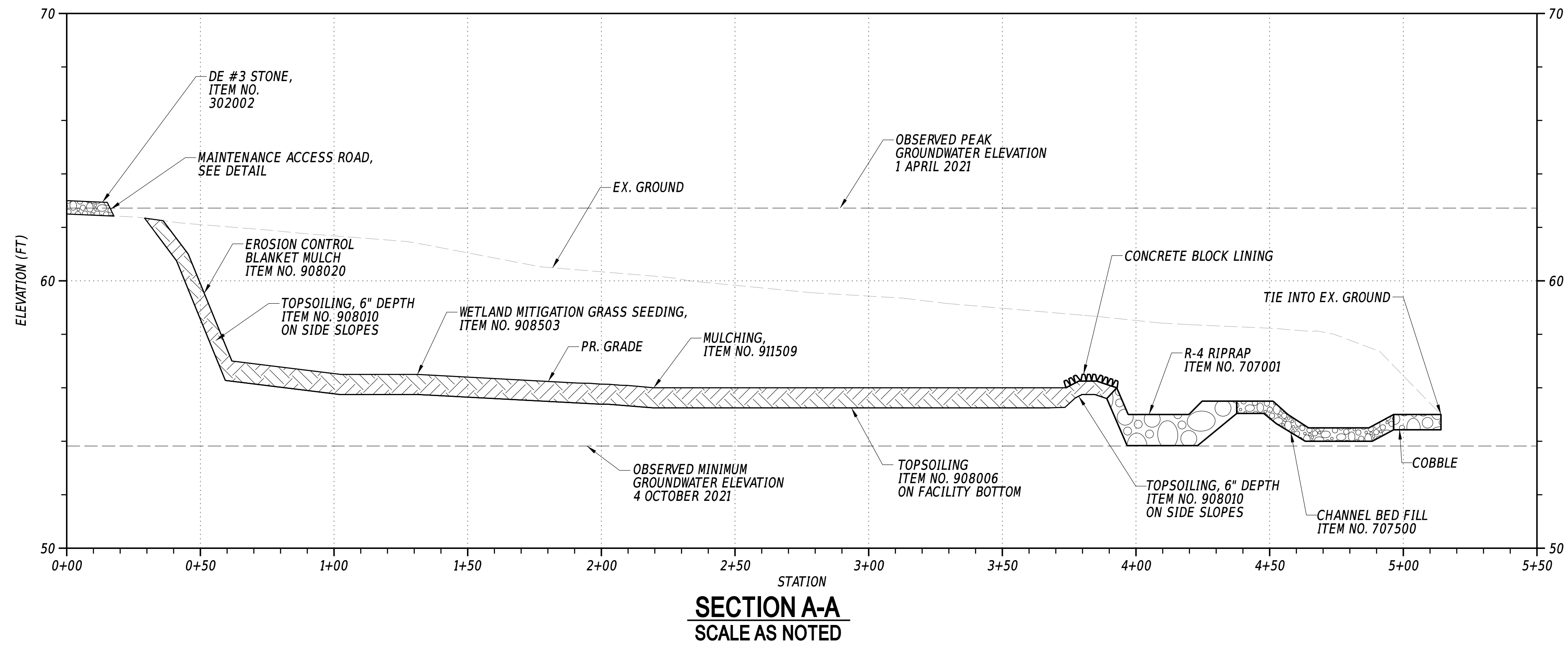
I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	T.J. AUSTIN
COUNTY	CHECKED BY:	A. SCHMIDT
NEW CASTLE		

WETLAND MITIGATION SITE
HORIZONTAL
PLAN SHEET 2 OF 2

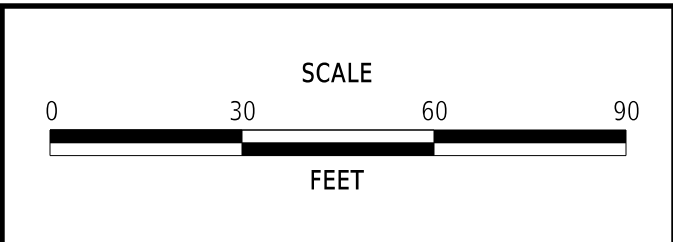
WM-05
SECTION
CE
SHEET NO.

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VERTICAL SCALE FEET	9
	6
	3
	0
WM-06	
SECTION	
CE	
SHEET NO.	
1490	

ADDENDA / REVISIONS	



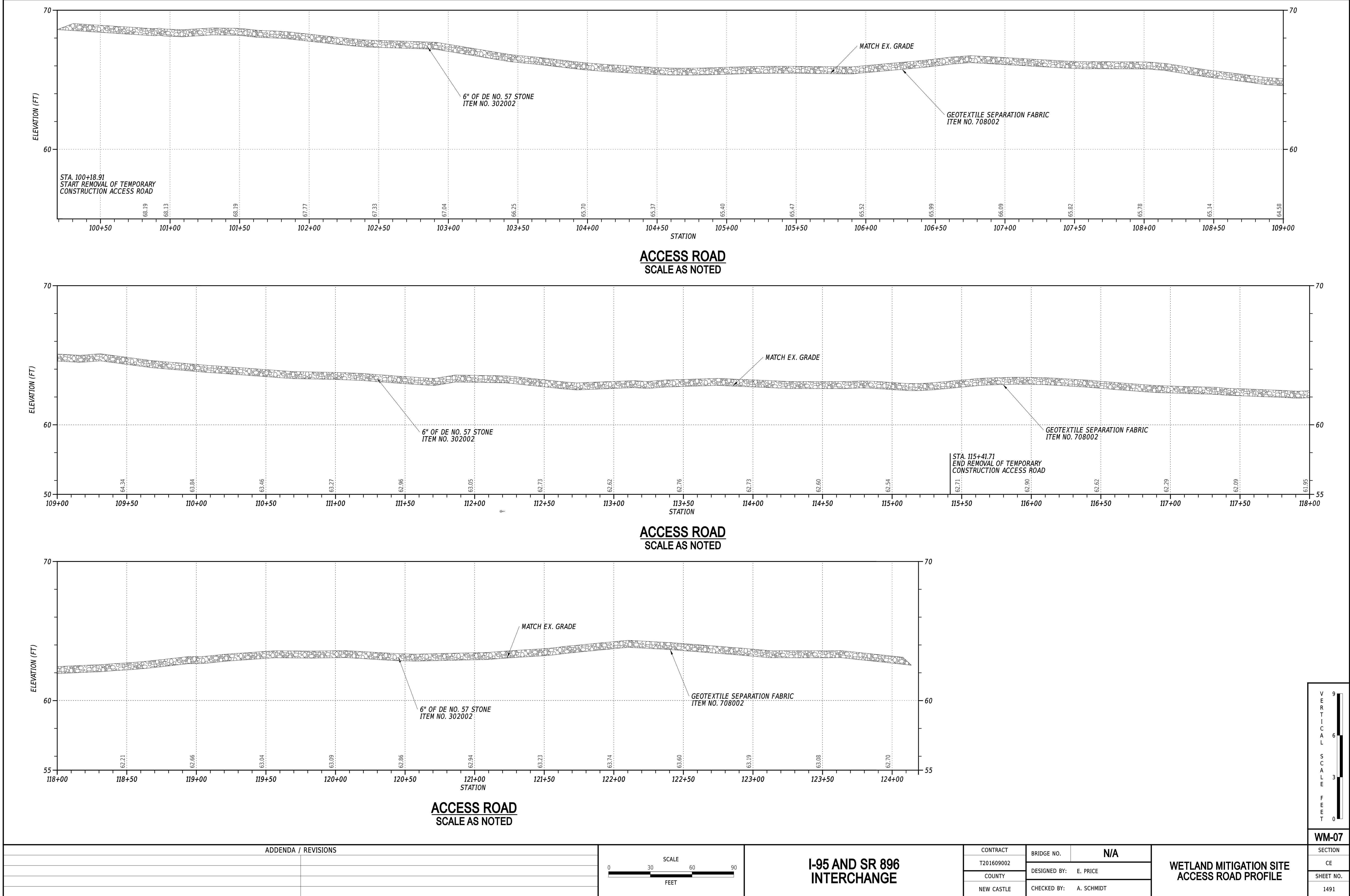
I-95 AND SR 896
INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	E. PRICE
COUNTY	CHECKED BY:	A. SCHMIDT
NEW CASTLE		

WETLAND MITIGATION SITE
TYPICAL SECTIONS

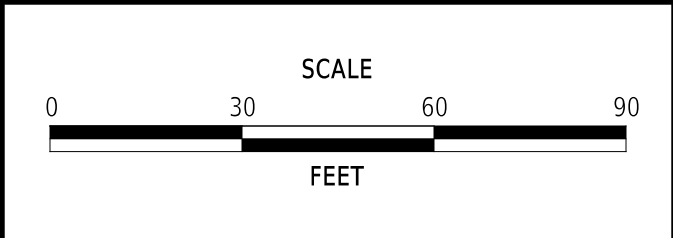
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VERTICAL SCALE FEET	9
	6
	3
	0
WM-07	
SECTION	CE
SHEET NO.	1491

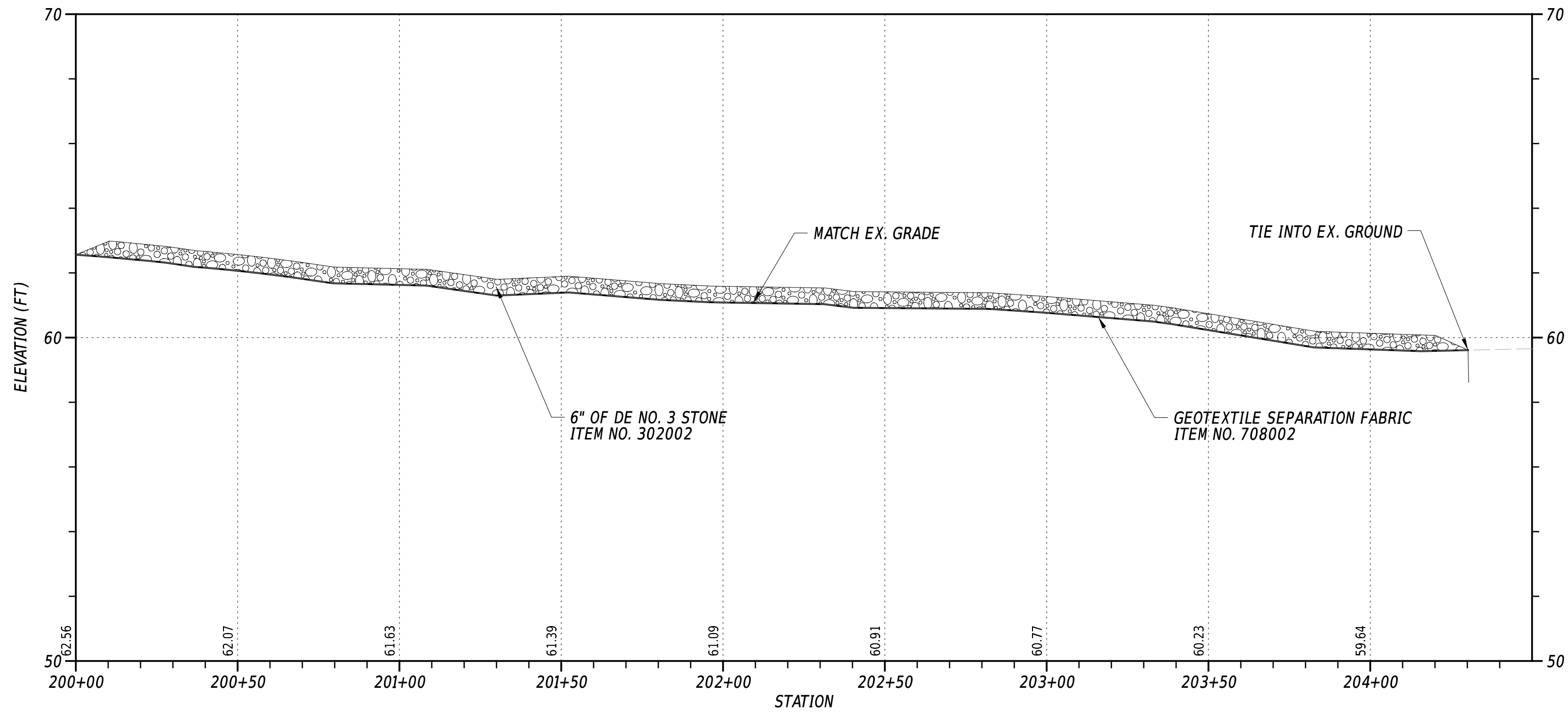
ADDENDA / REVISIONS	



I-95 AND SR 896 INTERCHANGE	
--------------------------------	--

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	E. PRICE
COUNTY	CHECKED BY:	A. SCHMIDT
NEW CASTLE		

WETLAND MITIGATION SITE ACCESS ROAD PROFILE	
--	--



ACCESS ROAD
SCALE AS NOTED

VERTICAL
SCALE
FEET

9

6

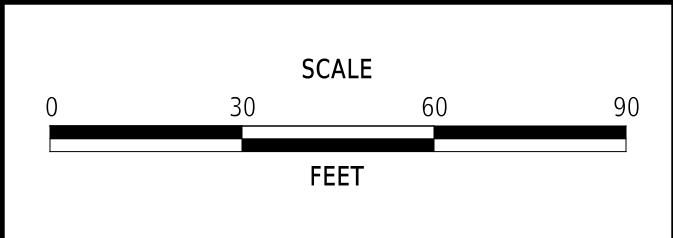
3

0

WM-08

SECTION
CE
SHEET NO.
1492

ADDENDA / REVISIONS	

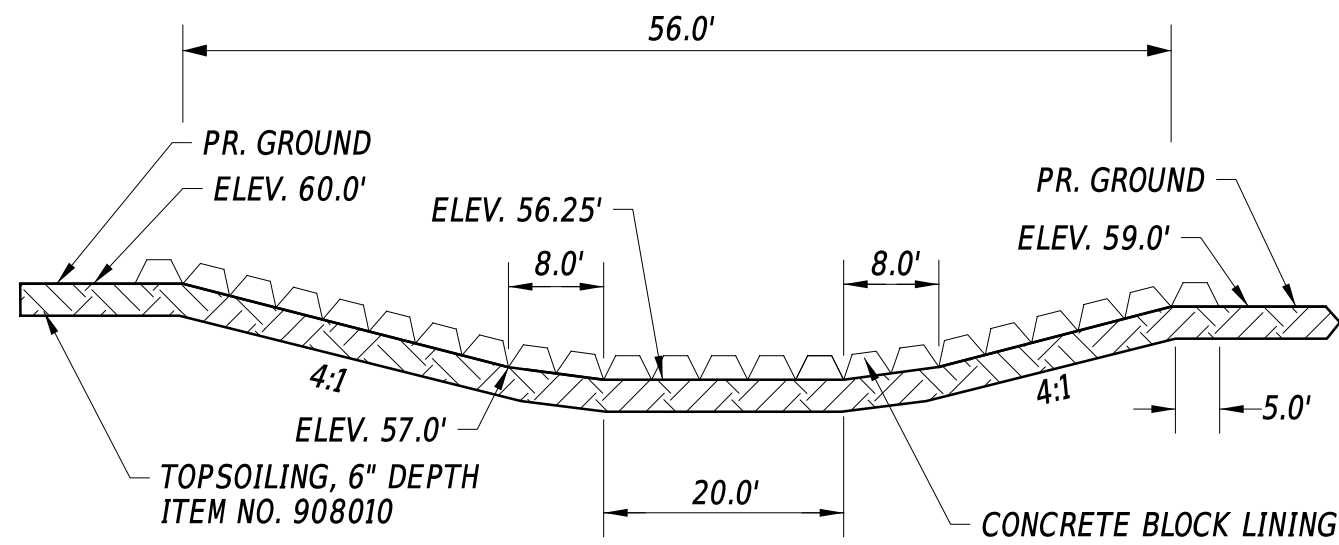


I-95 AND SR 896
INTERCHANGE

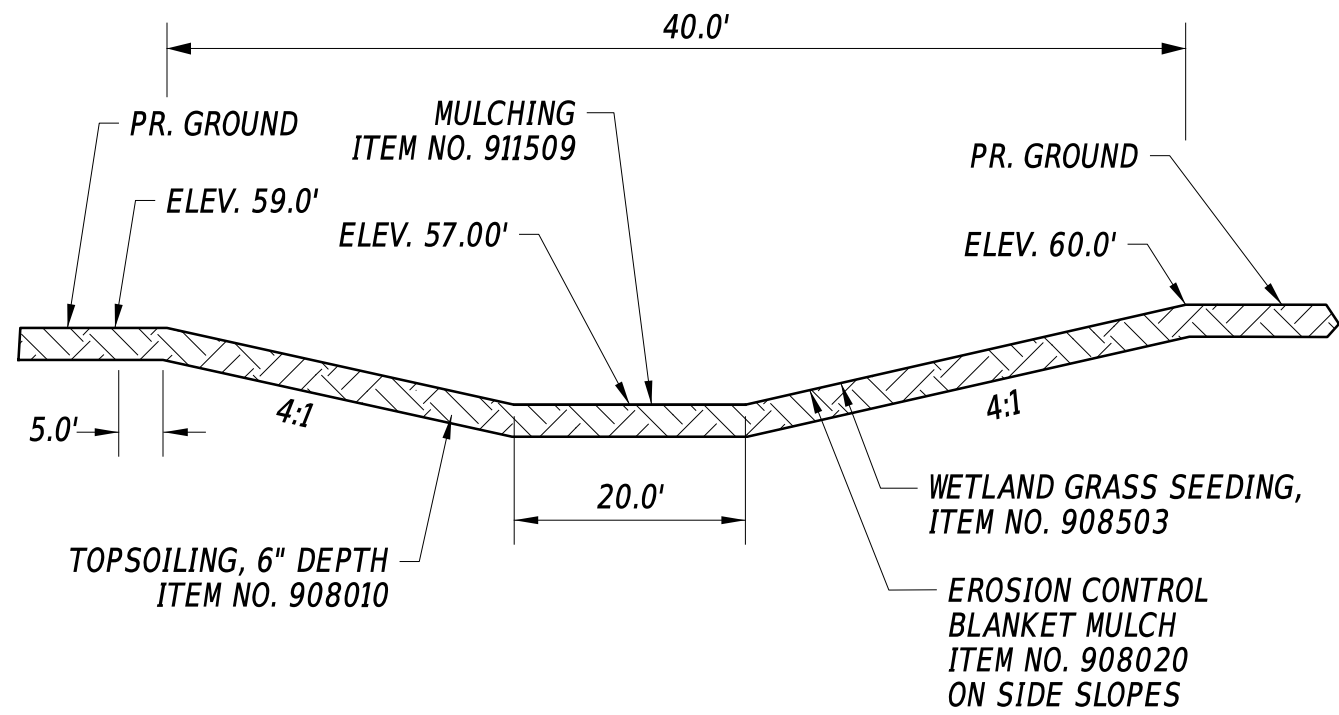
CONTRACT T201609002	BRIDGE NO. N/A
COUNTY NEW CASTLE	DESIGNED BY: E. PRICE CHECKED BY: A. SCHMIDT

WETLAND MITIGATION SITE
ACCESS ROAD PROFILE

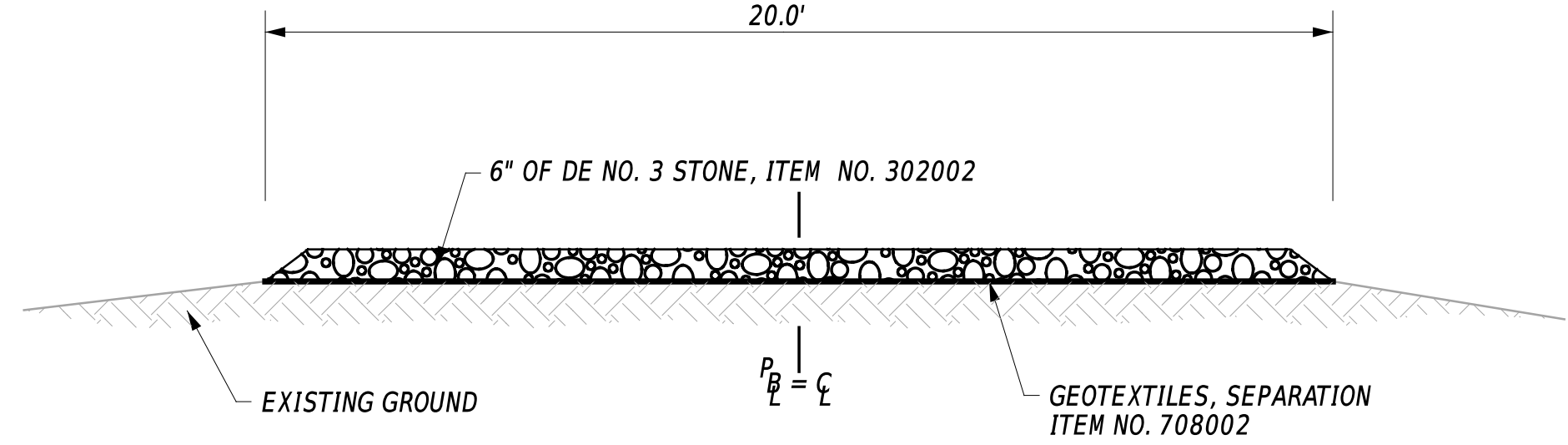
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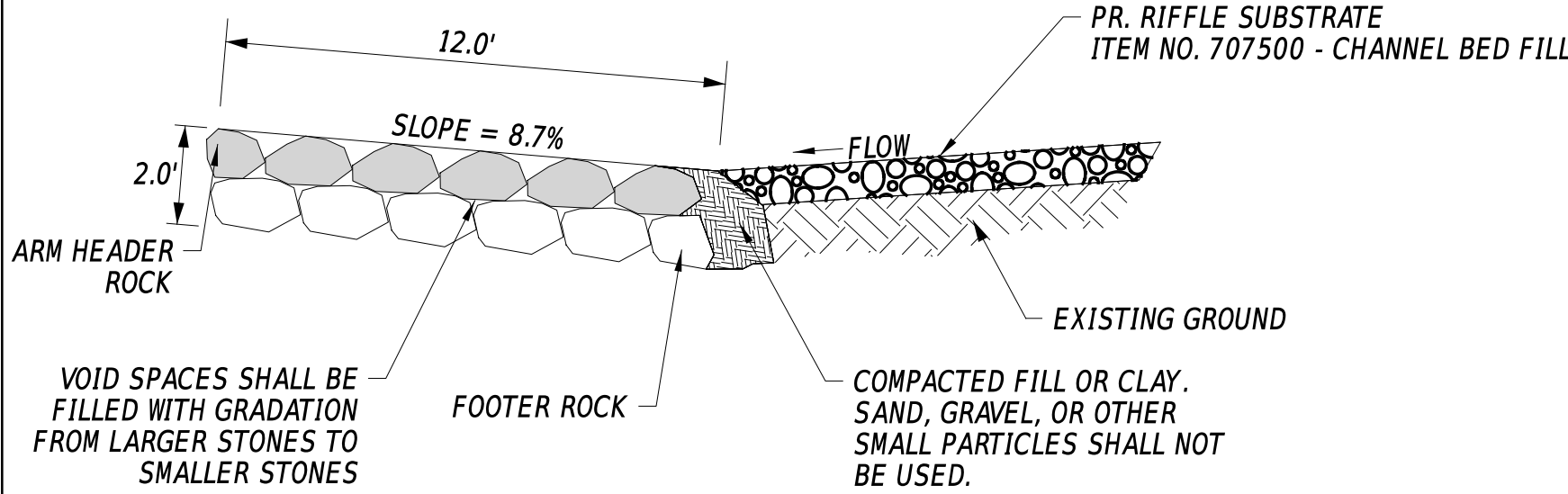
OUTLET SECTION C-C
N.T.S.



OUTLET SECTION D-D
N.T.S.

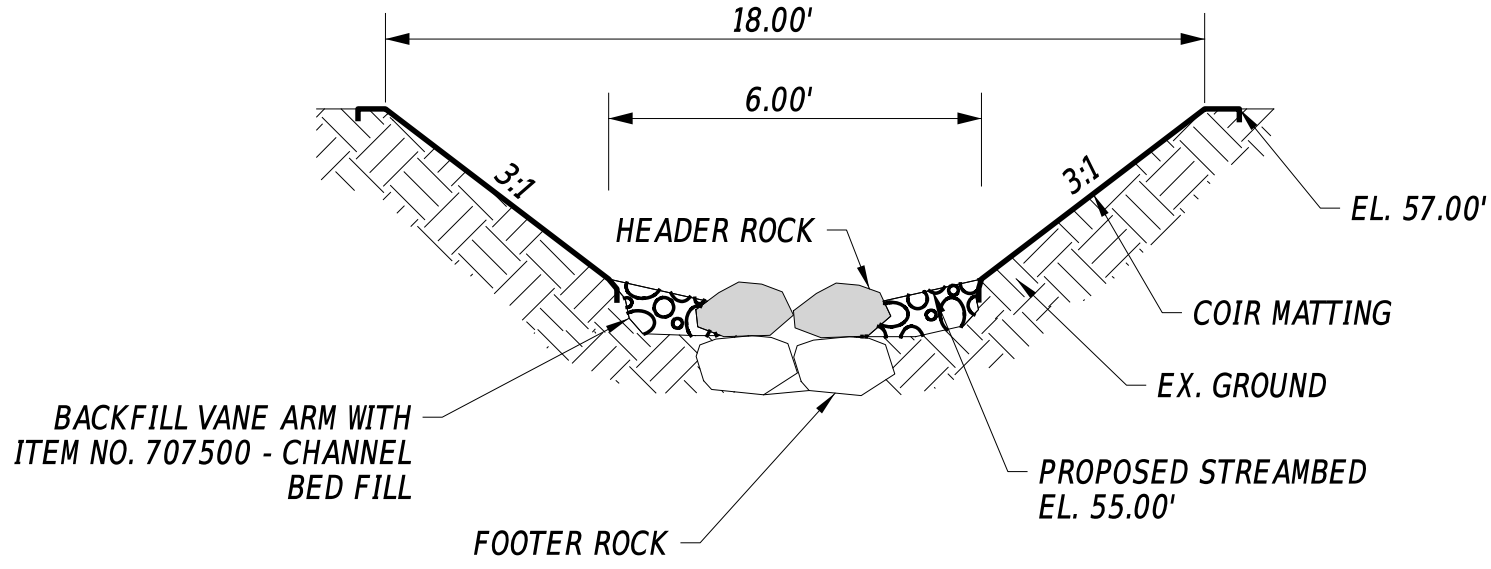


- NOTES:
1. TEMPORARY CONSTRUCTION ACCESS ROAD SHALL BE CONSTRUCTED ENTIRELY ABOVE EXISTING GROUND.
 2. ACCESS ROAD SHALL BE ENTIRELY REMOVED BETWEEN STA. 0+00.00 TO STA. 115+41.17 FOLLOWING THE COMPLETION OF THE WETLAND MITIGATION SITE. COST SHALL BE INCIDENTAL TO ITEM NO. 202000 - EXCAVATION AND EMBANKMENT. THE REMAINING PORTION OF THE ROAD SHALL BE LEFT IN PLACE.



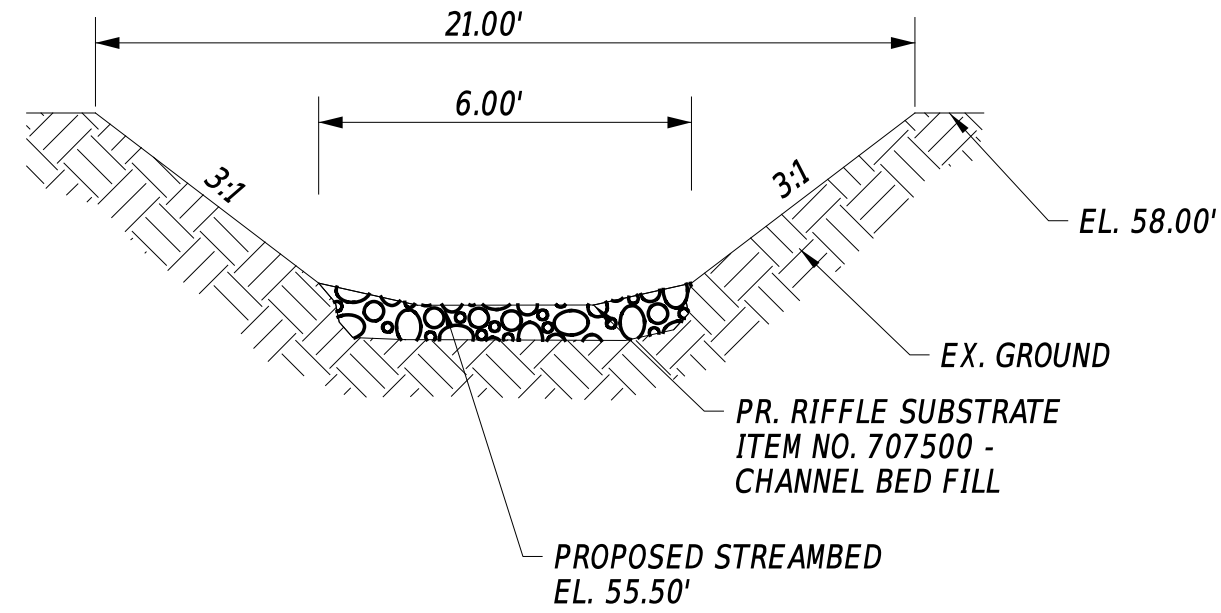
ROCK VANE ARM SECTION E-E
N.T.S.

- NOTE:
1. ALL ROCK AND DEBRIS SHALL BE REMOVED FROM CONTACT POINTS BETWEEN HEADER AND FOOTER ROCK.
 2. FIRST CUT OF SILL STONE SHALL BE PLACED ON FOOTER ROCK.



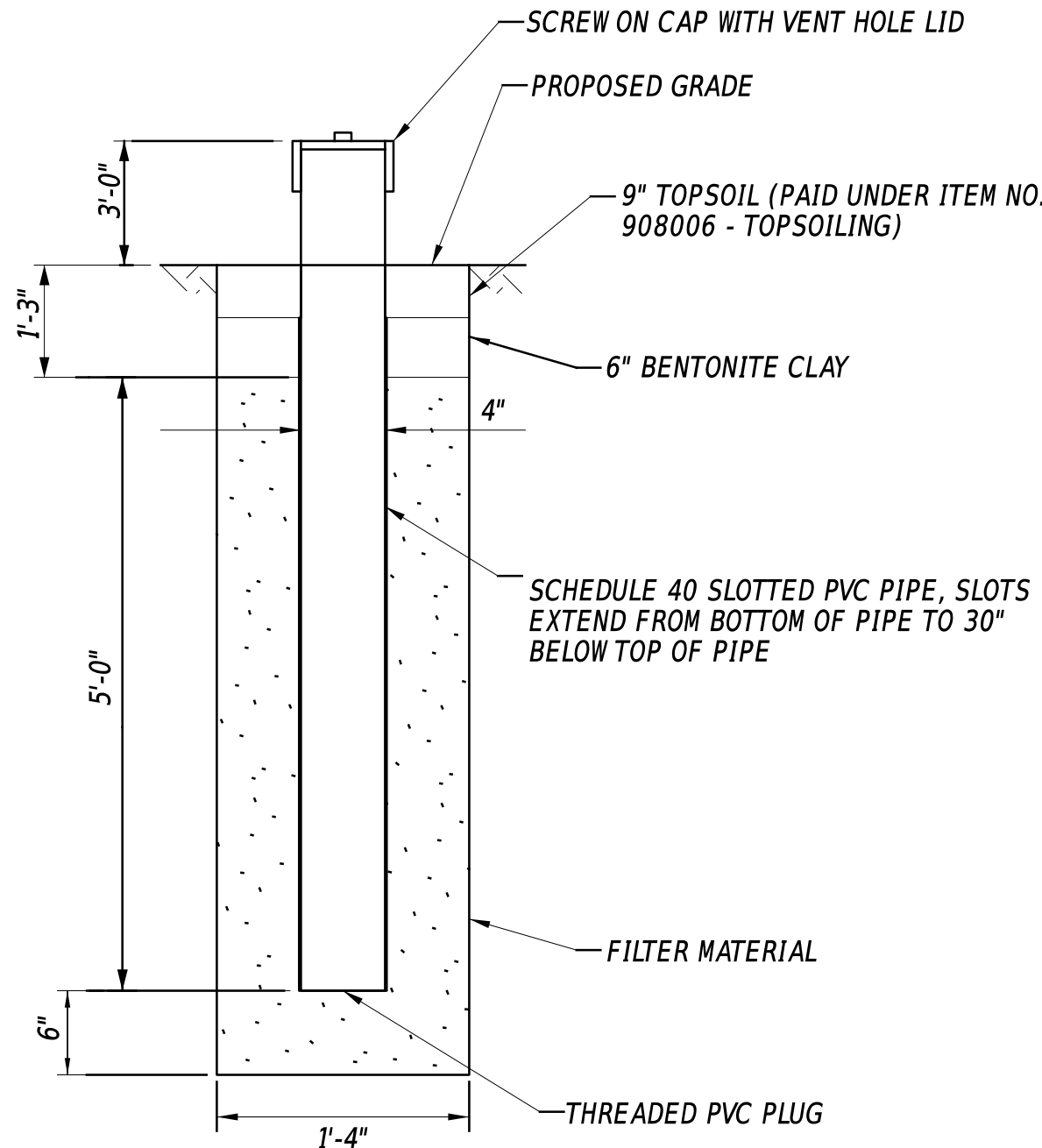
ROCK VANE ARM SECTION F-F
N.T.S.

- NOTE:
1. INSTALL VEGETATION, SEEDING, AND MULCHING AS SPECIFIED.



RIFFLE SECTION G-G
N.T.S.

- NOTE:
1. INSTALL VEGETATION, SEEDING, AND MULCHING AS SPECIFIED.



PIEZOMETER DETAIL
N.T.S.

NOTE: ALL MATERIALS AND LABOR NECESSARY TO CONSTRUCT AND INSTALL THE PIEZOMETER, INCLUDING BUT NOT LIMITED TO A CAP, BENTONITE CLAY, PVC PIPE, FILTER MATERIAL, AND THREADED PVC PLUG, SHALL BE INCLUDED UNDER ITEM NO. 202514 - PIEZOMETER.

ADDENDA / REVISIONS

SCALE AS NOTED

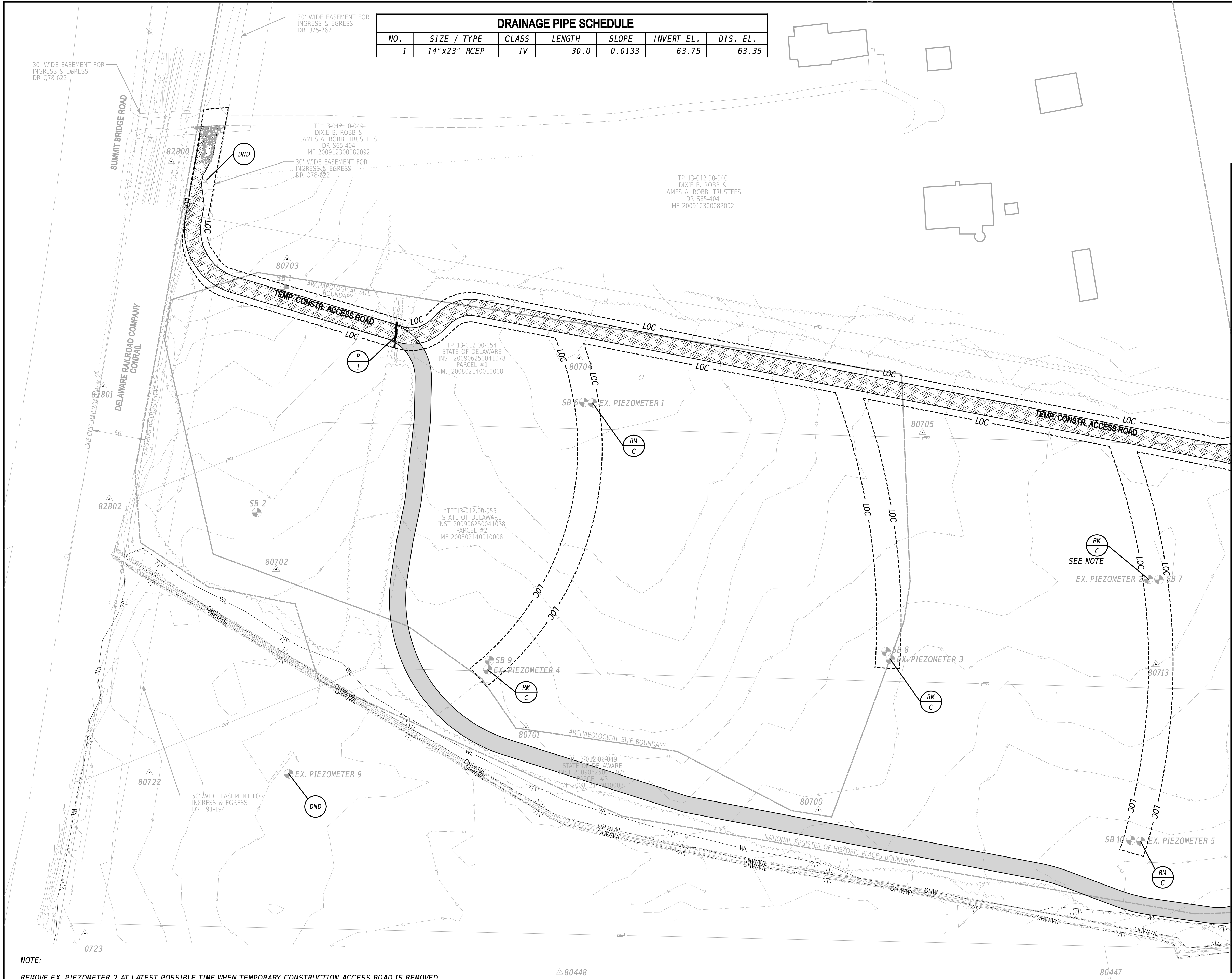
**I-95 AND SR 896
INTERCHANGE**

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	E. PRICE
COUNTY	CHECKED BY:	A. SCHMIDT
NEW CASTLE		

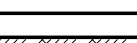


**WETLAND MITIGATION SITE
DETAILS**

WM-09
SECTION
CE
SHEET NO.
1493

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
1	14" x23" RCEP	IV	30.0	0.0133	63.75	63.35

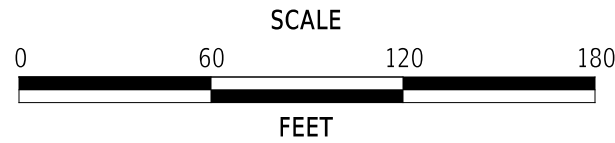


MATCH LINE WM-11

LEGEND	
	TEMPORARY CONSTRUCTION ACCESS ROAD
	PERMANENT ACCESS
	CONCRETE BLOCK LINING

NOTE:
REMOVE EX. PIEZOMETER 2 AT LATEST POSSIBLE TIME WHEN TEMPORARY CONSTRUCTION ACCESS ROAD IS REMOVED.

ADDENDA / REVISIONS	



I-95 AND SR 896 INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY: T.J. AUSTIN	
COUNTY		
NEW CASTLE	CHECKED BY:	A. SCHMIDT

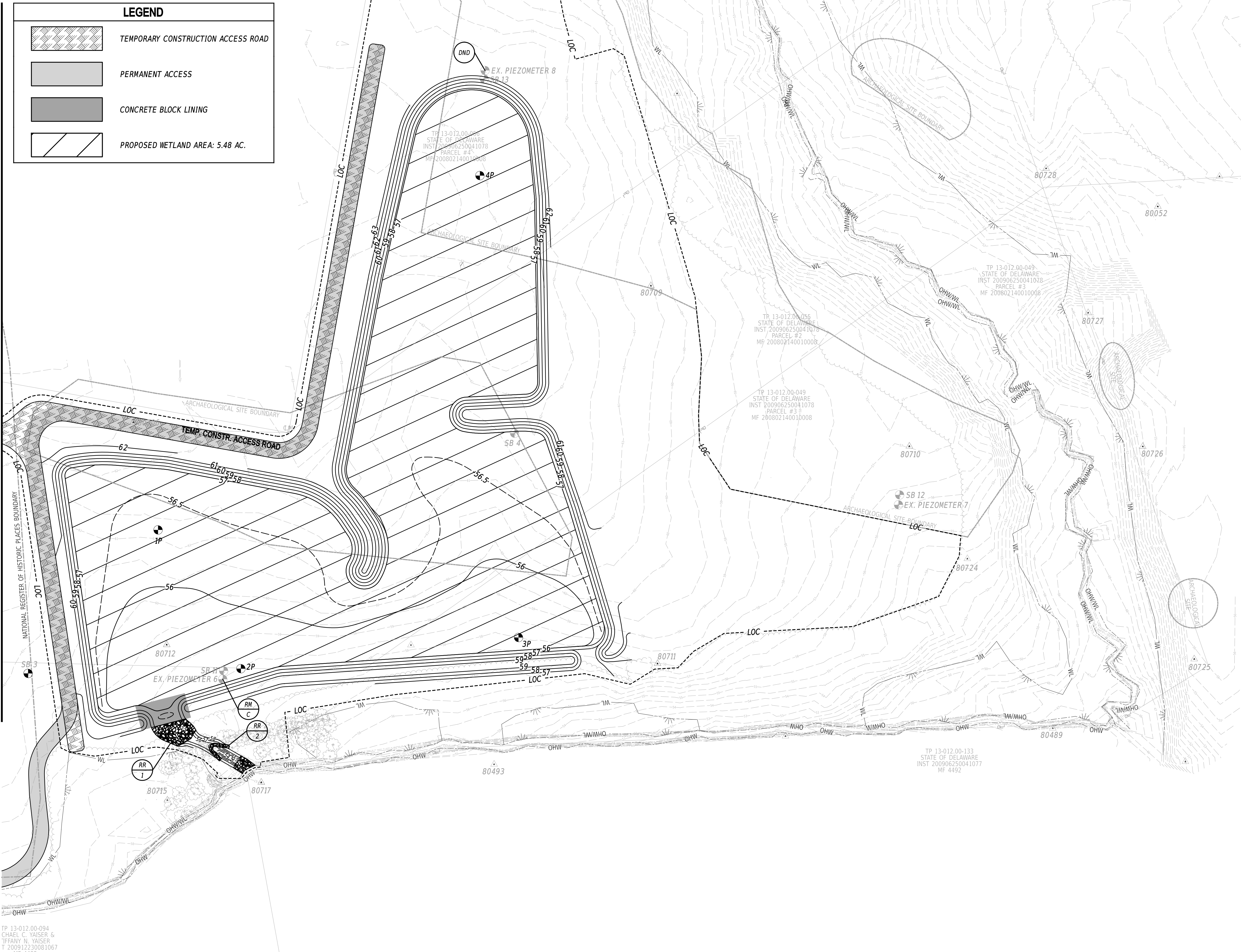
WETLAND MITIGATION SITE PLAN SHEET 1 OF 2

WM-10
SECTION
CE
SHEET NO.
1494

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MATCH LINE WM-10

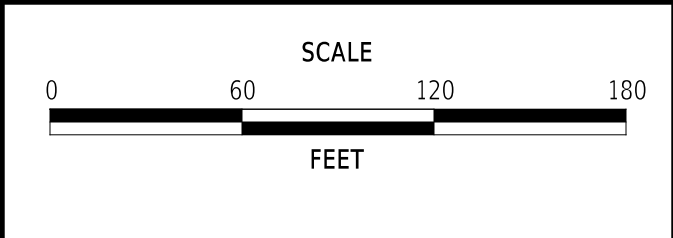


RIPRAP SCHEDULE		
NO.	TYPE	AREA (SY)
1	R-4	131
2	R-4	20

PIEZOMETER LOCATIONS		
ID	NORTHING	EASTING
1P	545984.2382	574122.1245
2P	545808.2122	574227.1445
3P	545847.7619	574579.1939
4P	546433.7814	574530.2580

ONCE THE FINAL GRADING FOR THE SITE HAS BEEN APPROVED, THE CONTRACTOR SHALL INSTALL THE NEW PIEZOMETERS AT LOCATIONS NOTED. THE PIEZOMETERS SHALL BE INSTALLED TO A DEPTH OF 11.5' BELOW THE EXISTING GRADE AND THE INTERIOR SHALL BE OPEN SCREENED (SLITS IN THE WALL) TO WITHIN 18 INCHES OF THE SOIL SURFACE. PROTECTIVE CASING AROUND THE WELL SHALL EXTEND TO A DEPTH OF 18 INCHES. PAID FOR UNDER ITEM NO. 202514 - PIEZOMETER.

ADDENDA / REVISIONS	

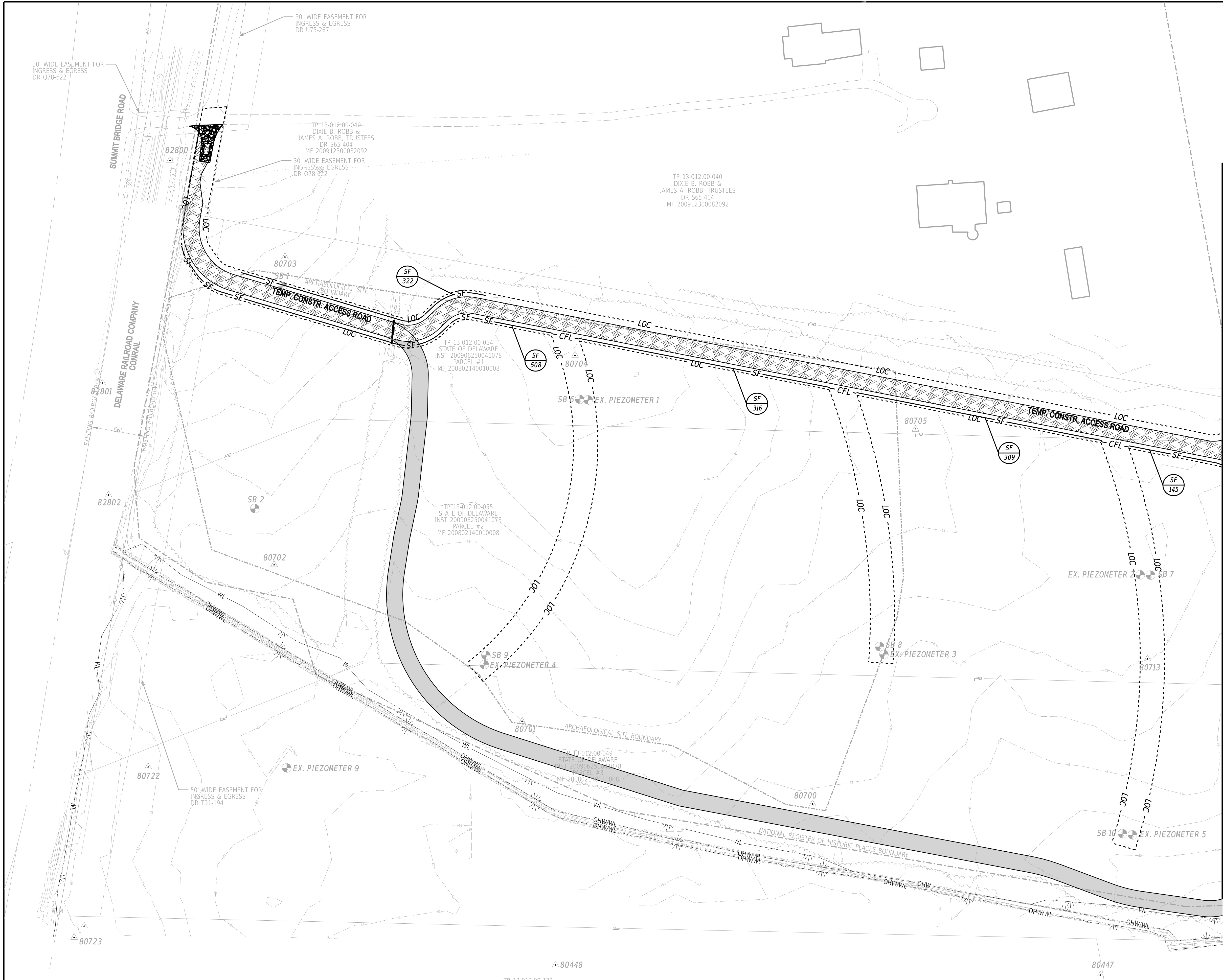


I-95 AND SR 896 INTERCHANGE

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	E. PRICE
COUNTY	CHECKED BY:	A. SCHMIDT
NEW CASTLE		


WETLAND MITIGATION SITE PLAN SHEET 2 OF 2	
SECTION	CE
SHEET NO.	1495

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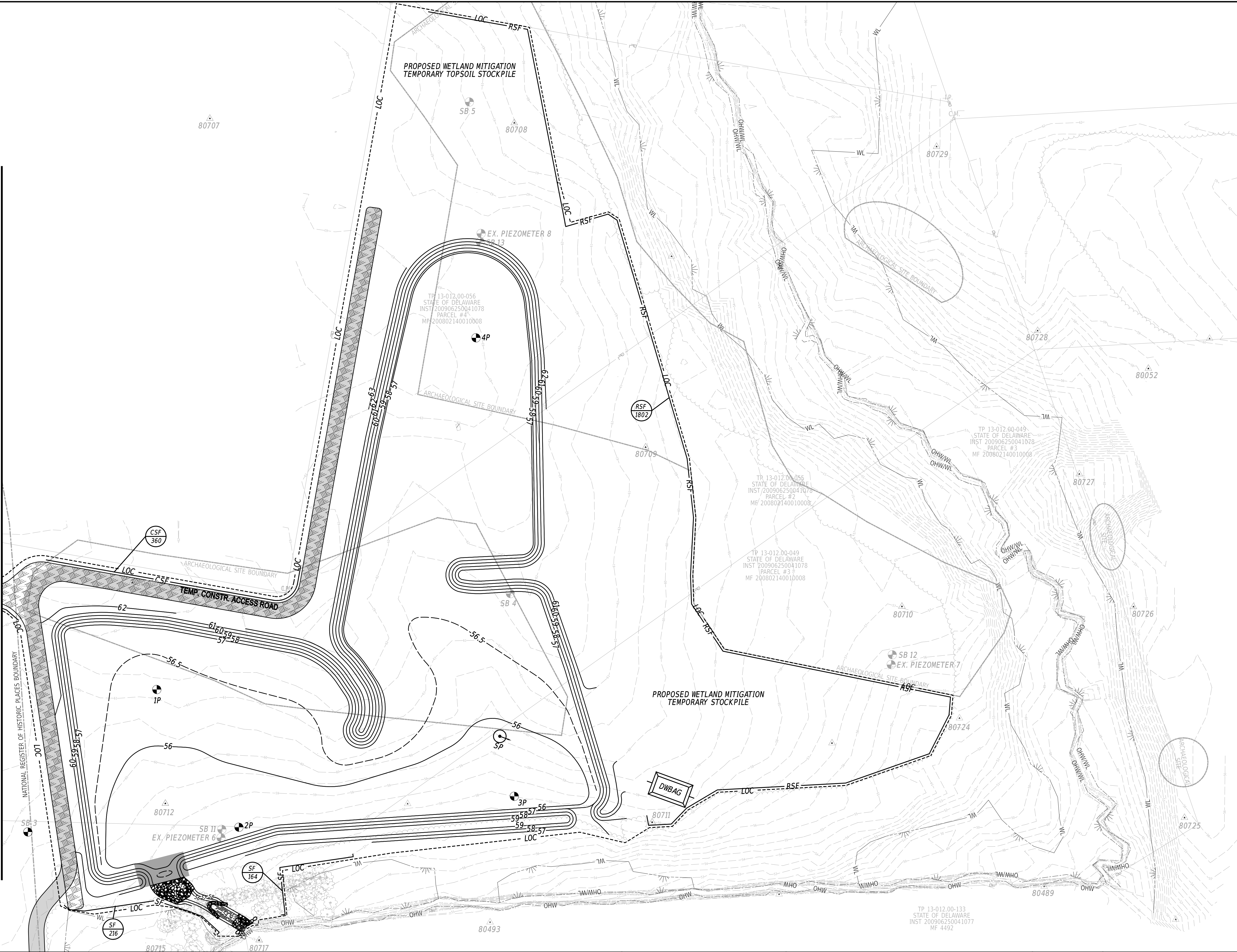


MATCH LINE WM-13


- NOTE:
1. CONTRACTOR SHALL REMOVE CFL AS NEEDED TO ACCESS EXISTING PIEZOMETERS. CFL SHALL BE REPLACED AT END OF EACH WORK DAY.

ADDENDA / REVISIONS												I-95 AND SR 896 INTERCHANGE		CONTRACT	BRIDGE NO.	N/A	WETLAND MITIGATION SITE EROSION & SEDIMENT CONTROL SHEET 1 OF 2		WM-12
										T201609002	DESIGNED BY:			E. PRICE	SECTION	CE			
										COUNTY	CHECKED BY:			A. SCHMIDT	SHEET NO.	1496			
										NEW CASTLE									

MATCH LINE WM-12



NOTE:
THE PROPOSED WETLAND MITIGATION TEMPORARY STOCKPILE AND THE PROPOSED WETLAND MITIGATION TEMPORARY TOPSOIL STOCKPILE SHALL REMAIN SEPARATE STOCKPILES. THE STOCKPILED MATERIALS SHALL NOT BE MIXED DUE TO THE DIFFERENT NATURE OF THEIR USES.

				WM-13	
ADDENDA / REVISIONS				SECTION	
				CE	
				SHEET NO.	
				1497	
				WETLAND MITIGATION SITE EROSION & SEDIMENT CONTROL SHEET 2 OF 2	
		CONTRACT	BRIDGE NO.		
		T201609002	DESIGNED BY: E. PRICE		
		COUNTY			
		NEW CASTLE	CHECKED BY: A. SCHMIDT		

0

60

120

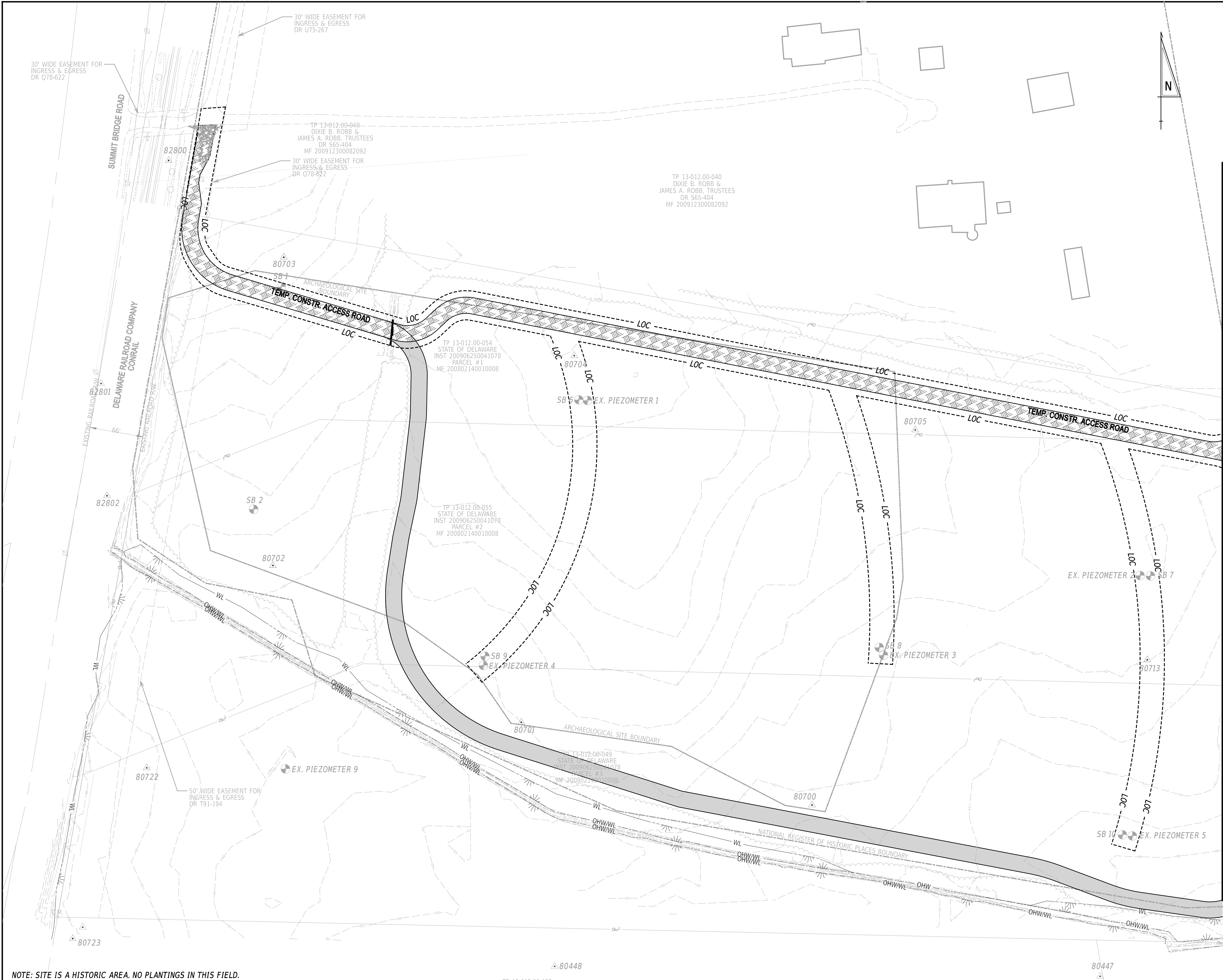
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SCALE

FEET

I-95 AND SR 896
INTERCHANGE

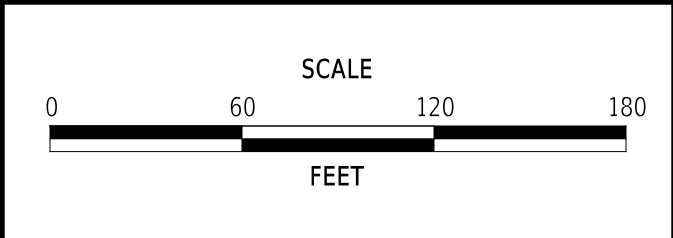
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MATCH LINE WM-15

NOTE: SITE IS A HISTORIC AREA. NO PLANTINGS IN THIS FIELD.

ADDENDA / REVISIONS	



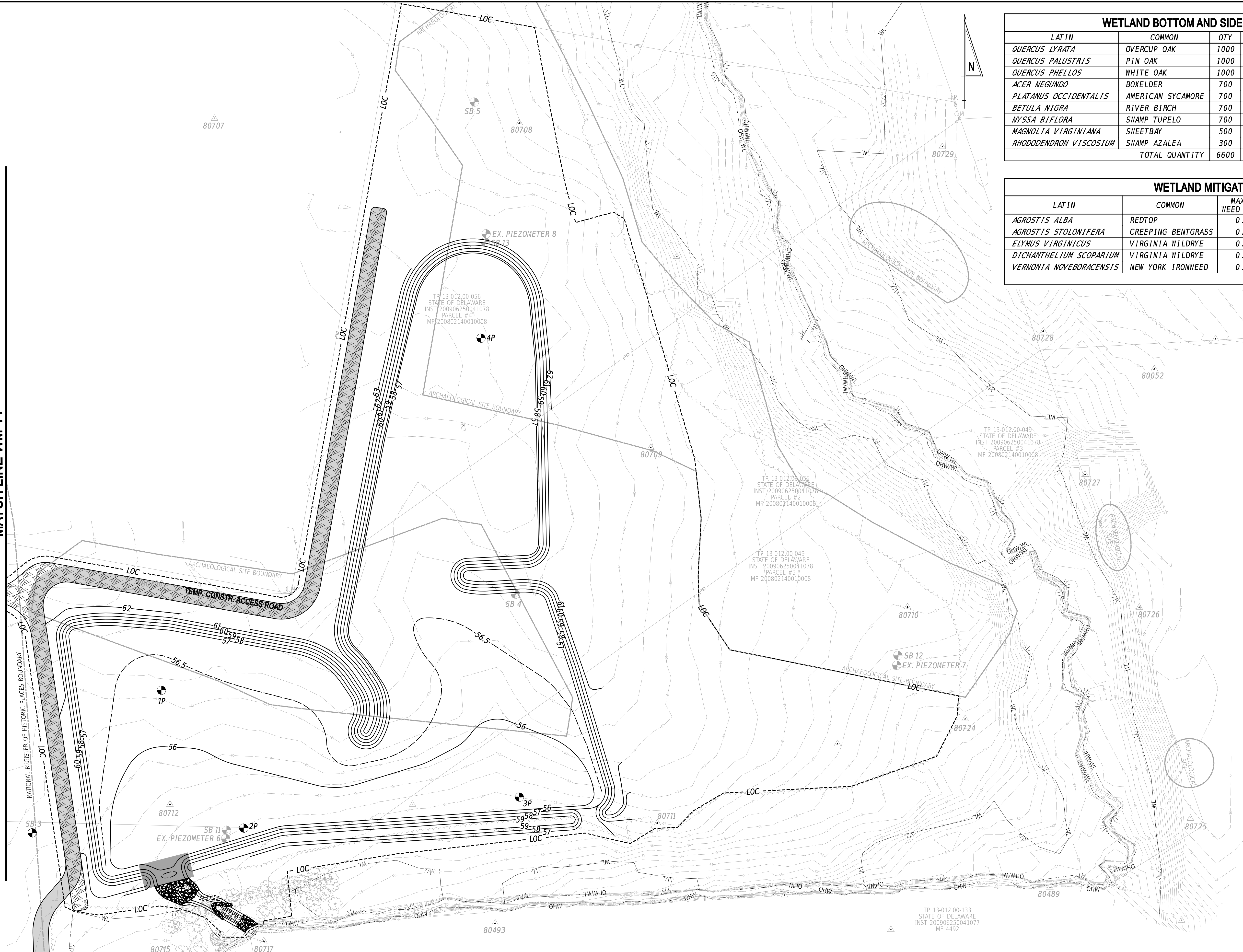
**I-95 AND SR 896
INTERCHANGE**

CONTRACT	BRIDGE NO.	N/A
T201609002	DESIGNED BY:	E. PRICE
COUNTY	CHECKED BY:	A. SCHMIDT
NEW CASTLE		

**WETLAND MITIGATION SITE
LANDSCAPING PLANS
SHEET 1 OF 2**

WM-14
SECTION
CE
SHEET NO.
1498



MATCH LINE WM-14



WETLAND BOTTOM AND SIDE SLOPE PLANTING TABLE				
LATIN	COMMON	QTY	STRATUM	NOTES
<i>QUERCUS LYRATA</i>	OVERCUP OAK	1000	TREE	
<i>QUERCUS PALUSTRIS</i>	PIN OAK	1000	TREE	
<i>QUERCUS PHELLOS</i>	WHITE OAK	1000	TREE	
<i>ACER NEGUNDO</i>	BOXELDER	700	TREE	
<i>PLATANUS OCCIDENTALIS</i>	AMERICAN SYCAMORE	700	TREE	
<i>BETULA NIGRA</i>	RIVER BIRCH	700	TREE	
<i>NYSSA BIFLORA</i>	SWAMP TUPELO	700	TREE	NYSSA SYLVATICA CAN BE SUBSTITUTED
<i>MAGNOLIA VIRGINIANA</i>	SWEETBAY	500	TREE/SHRUB	
<i>RHODODENDRON VISCOSIUM</i>	SWAMP AZALEA	300	SHRUB	
TOTAL QUANTITY		6600		

WETLAND MITIGATION SEED MIX					
LATIN	COMMON	MAX. % WEED SEEDS	MIN. % PURITY	MIN. % GERMINATION	SEEDING RATE (LB/AC)
<i>AGROSTIS ALBA</i>	REDTOP	0.75	95	90	20.0
<i>AGROSTIS STOLONIFERA</i>	CREEPING BENTGRASS	0.75	98	90	12.0
<i>ELYMUS VIRGINICUS</i>	VIRGINIA WILDRYE	0.75	95	90	15.0
<i>DICHANTHELIUM SCOPARIUM</i>	VIRGINIA WILDRYE	0.75	95	90	5.0
<i>VERNONIA NOVEBORACENSIS</i>	NEW YORK IRONWEED	0.75	98	90	0.5
TOTAL SEED QUANTITY (LB/AC)					52.5

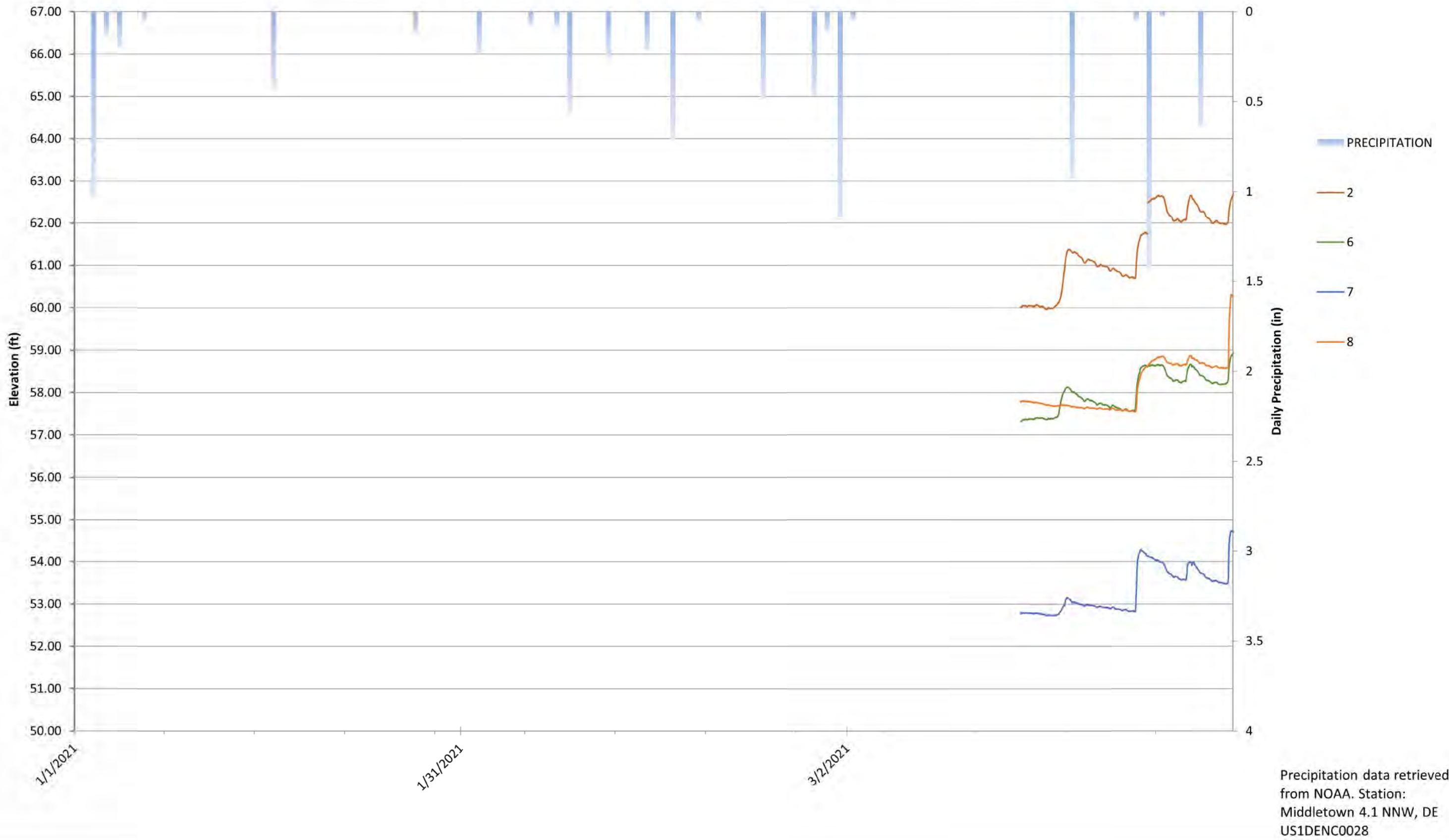
- NOTE: 1. TREE MITIGATION AREAS PENDING
SECTION 106 COORDINATION.
2. PLANTINGS TO BE IDENTIFIED AND
INSTALLED UNDER A SEPARATE CONTRACT.

				<h1>I-95 AND SR 896 INTERCHANGE</h1>		CONTRACT T201609002		BRIDGE NO. N/A		WETLAND MITIGATION SITE LANDSCAPING PLAN SHEET 2 OF 2		WM-15	
ADDENDA / REVISIONS						COUNTY		DESIGNED BY: E. PRICE				SECTION CE	
								CHECKED BY: A. SCHMIDT				SHEET NO. 1499	

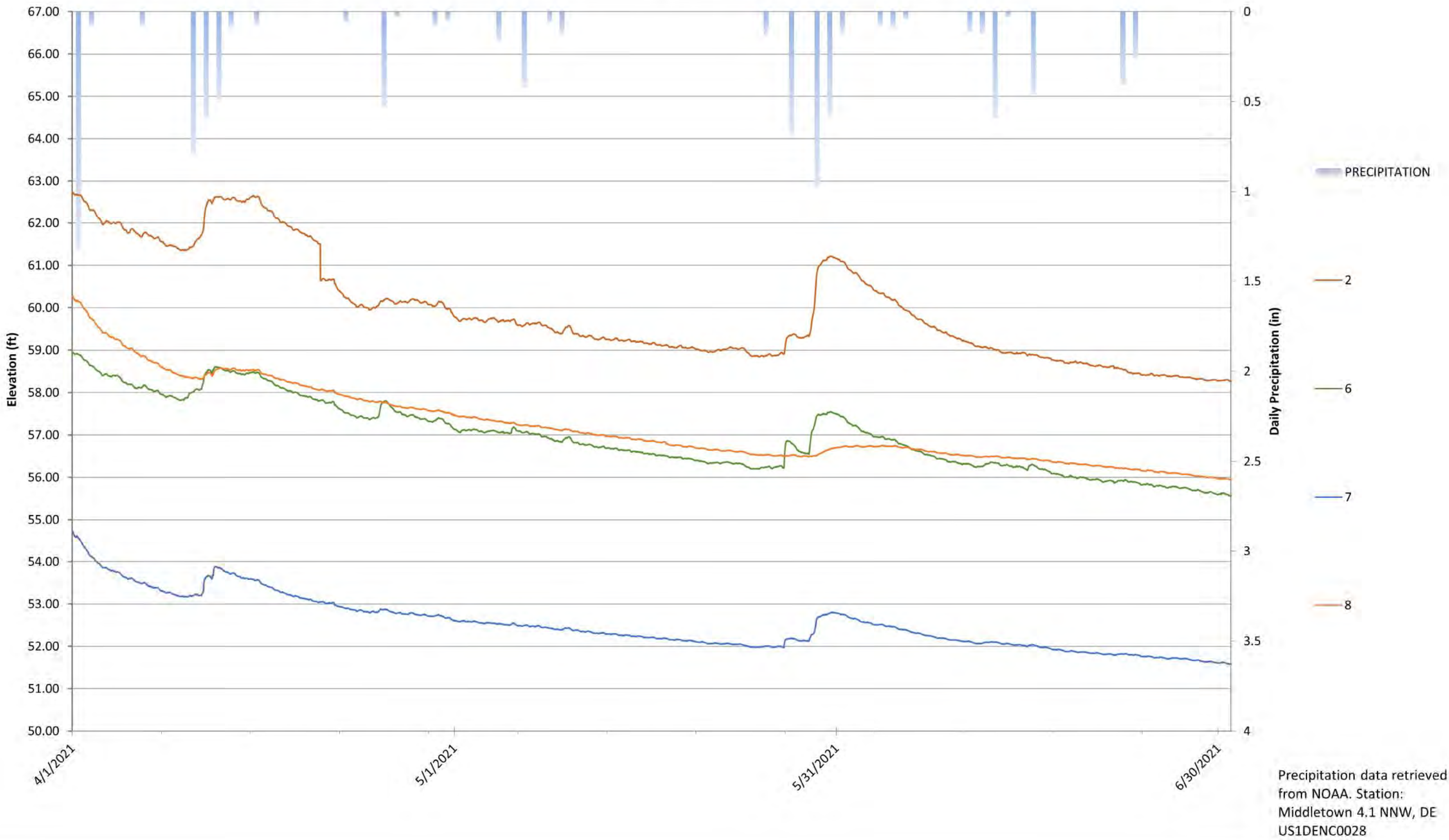
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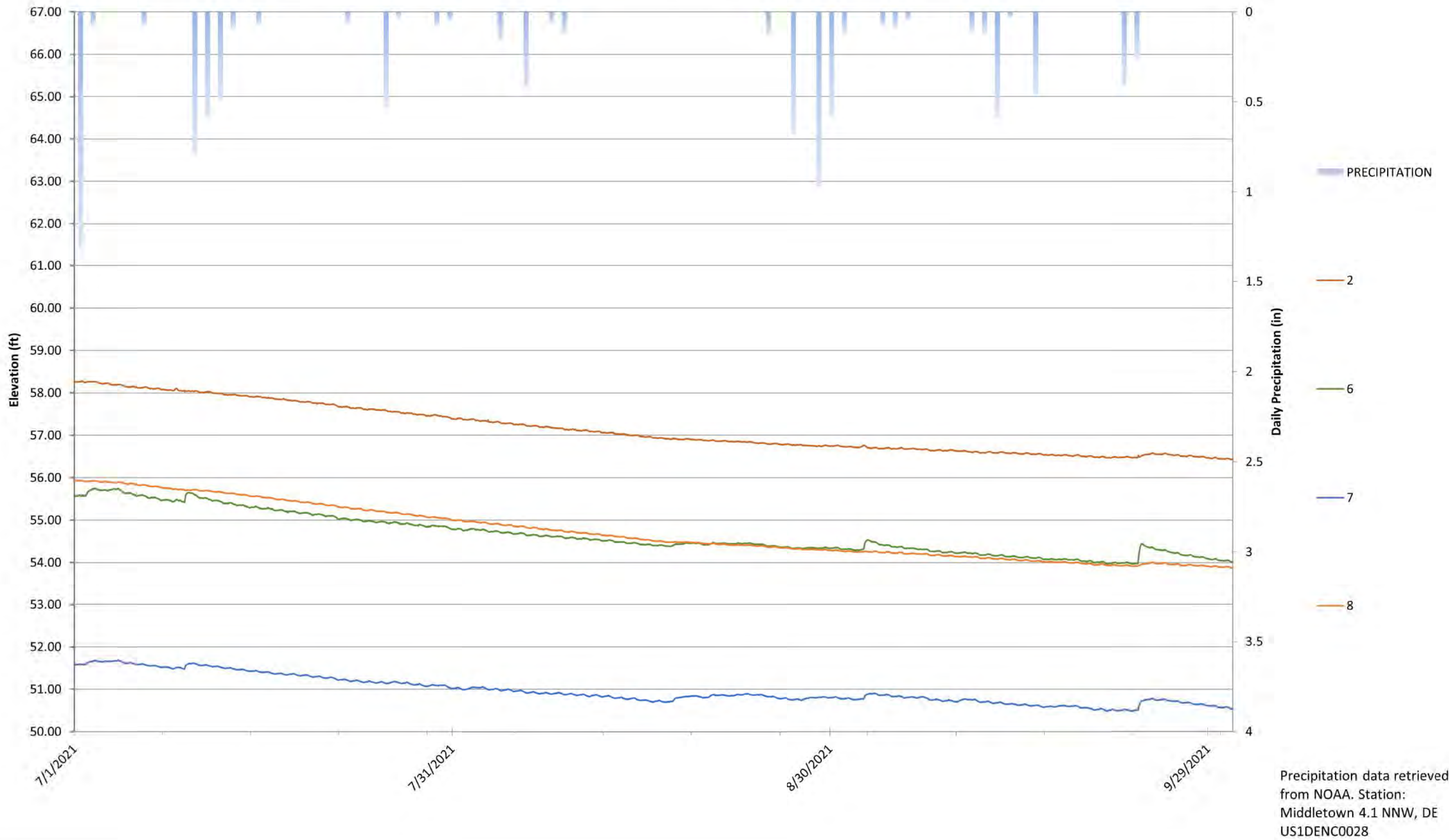
Weston Q1 2021 (January 1—March 31) Groundwater Elevations



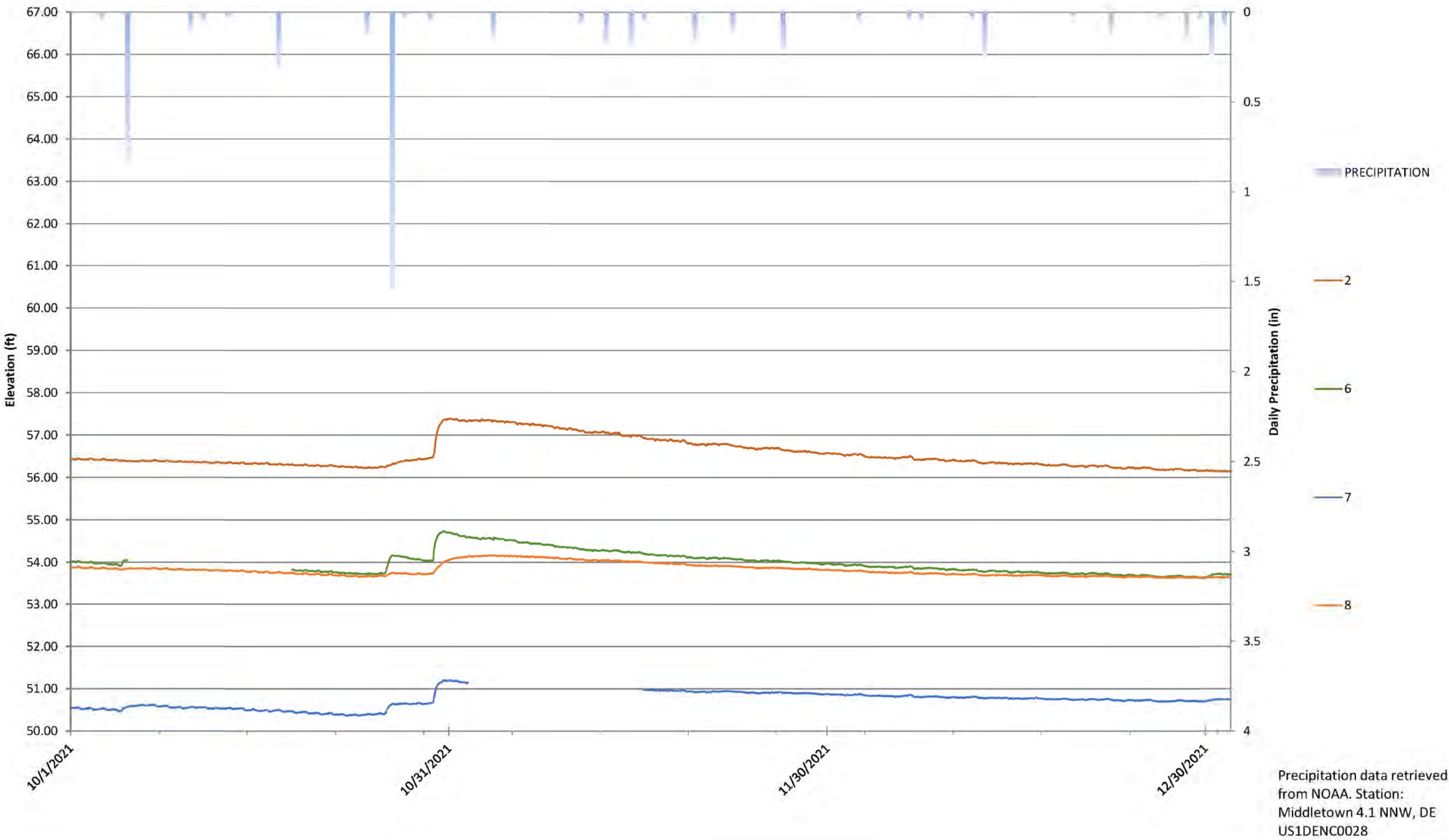
Weston Q2 2021 (April 1—June 30) Groundwater Elevations



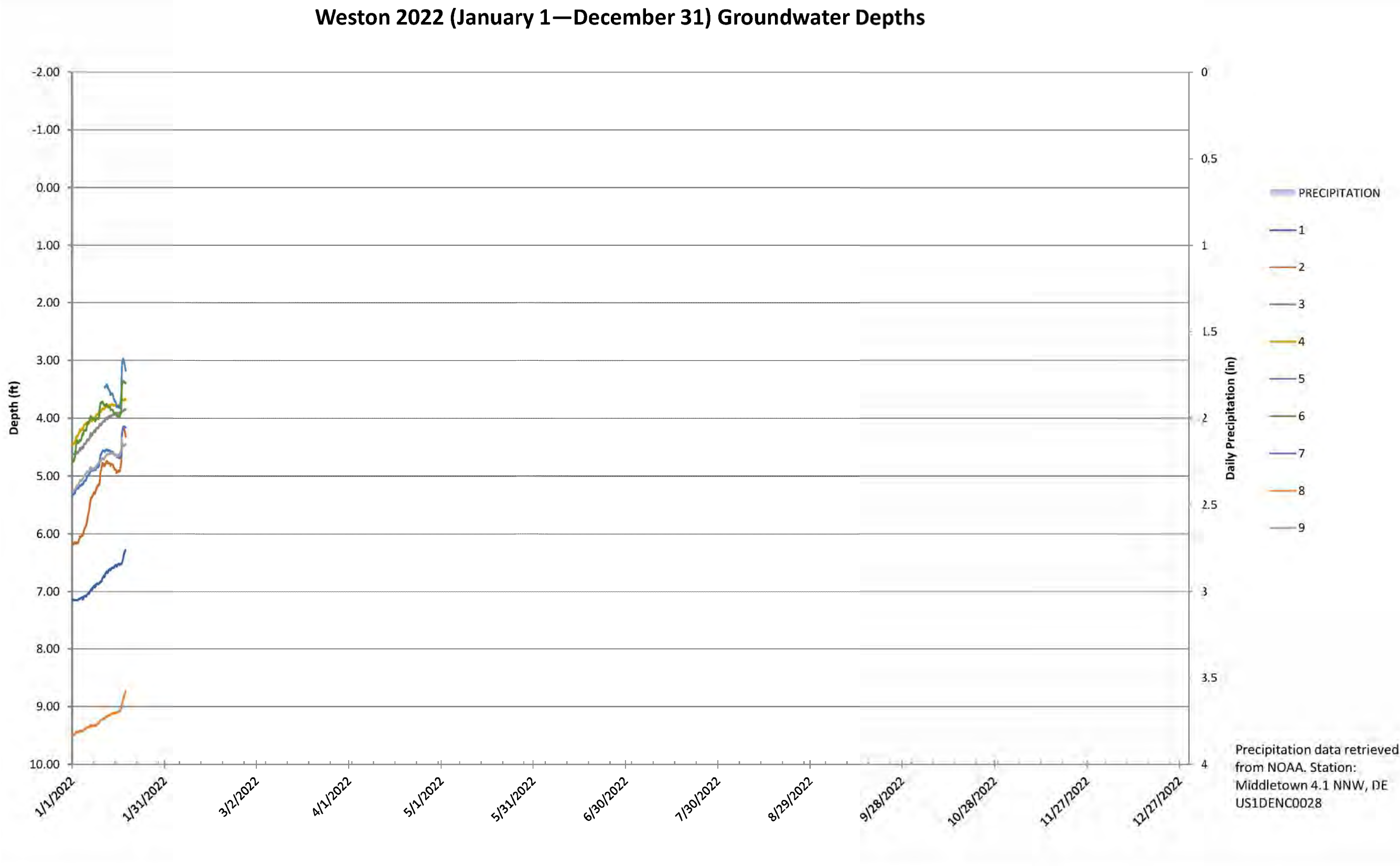
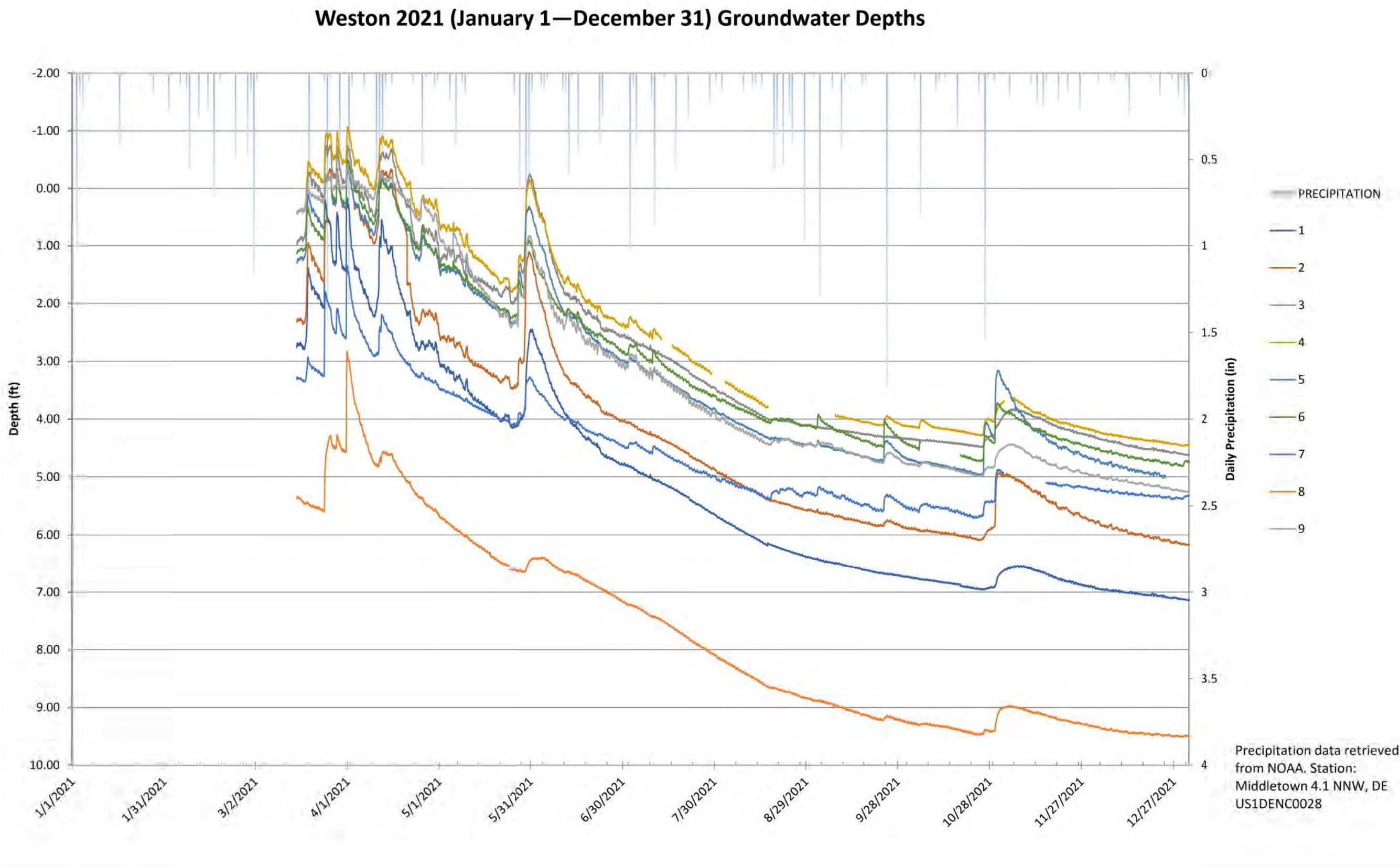
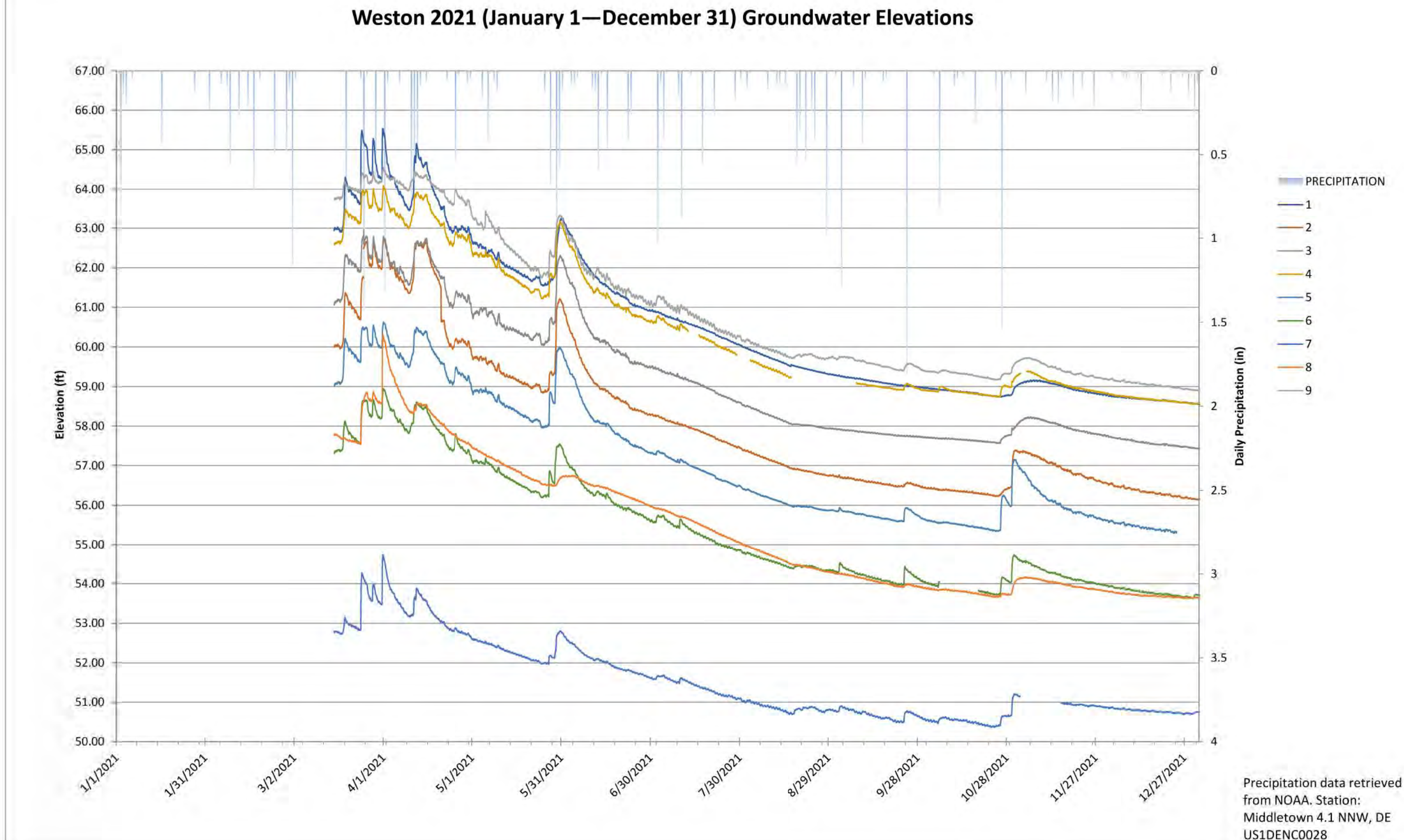
Weston Q3 2021 (July 1—September 30) Groundwater Elevations



Weston Q4 2021 (October 1—December 31) Groundwater Elevations



ADDENDA / REVISIONS		NOT TO SCALE	I-95 AND SR 896 INTERCHANGE	CONTRACT T201609002 COUNTY NEW CASTLE	BRIDGE NO. DESIGNED BY: E. PRICE CHECKED BY: A. SCHMIDT	N/A	WETLAND MITIGATION SITE WATER LEVELS	WM-16



WM-17										
ADDENDA / REVISIONS			NOT TO SCALE	I-95 AND SR 896 INTERCHANGE	CONTRACT	BRIDGE NO.	N/A		WETLAND MITIGATION SITE WATER LEVELS	SECTION
					T201609002	DESIGNED BY: E. PRICE		CE		
					COUNTY	CHECKED BY: A. SCHMIDT		SHEET NO.		
					NEW CASTLE			1501		

Figure B-1

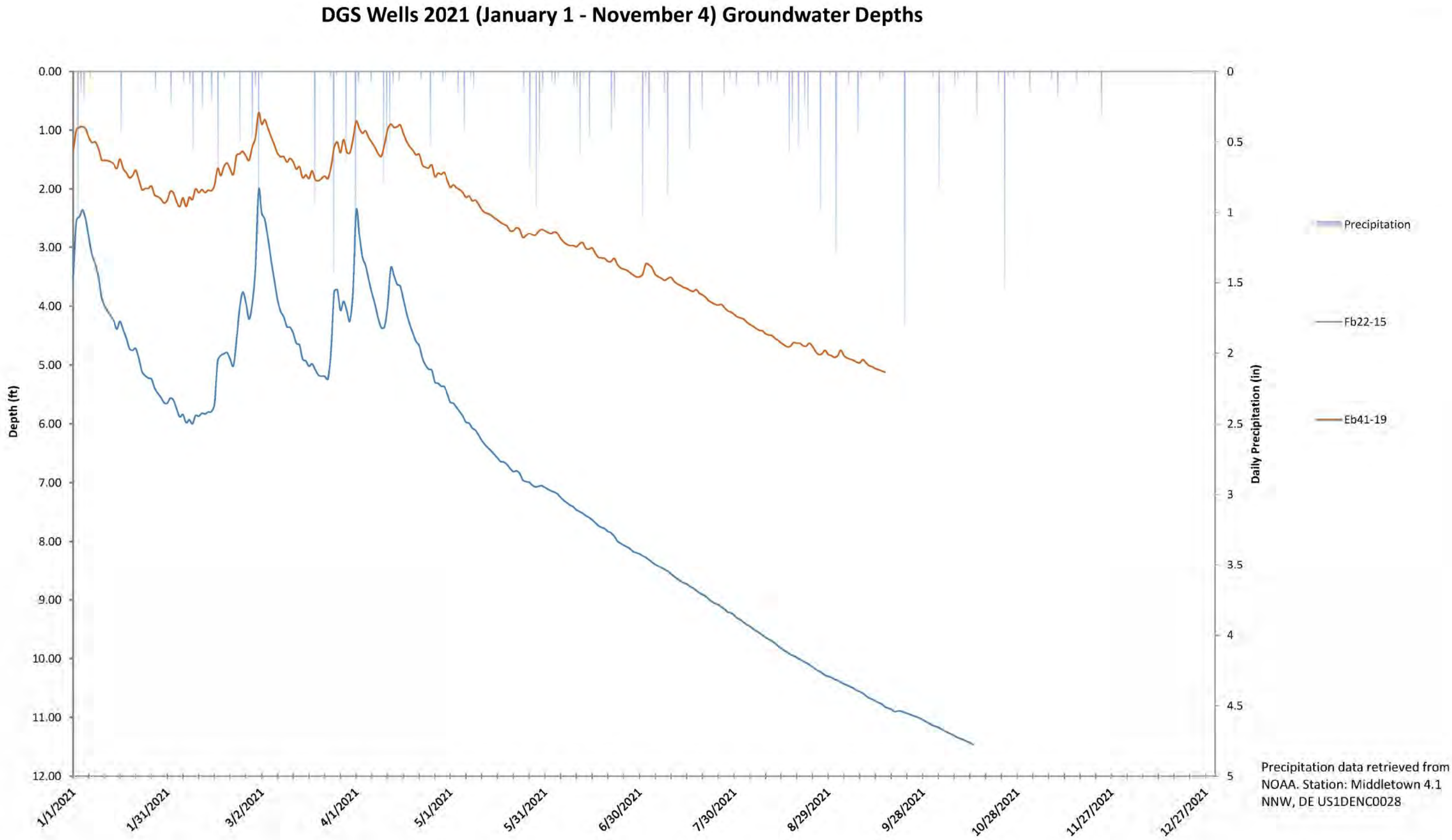
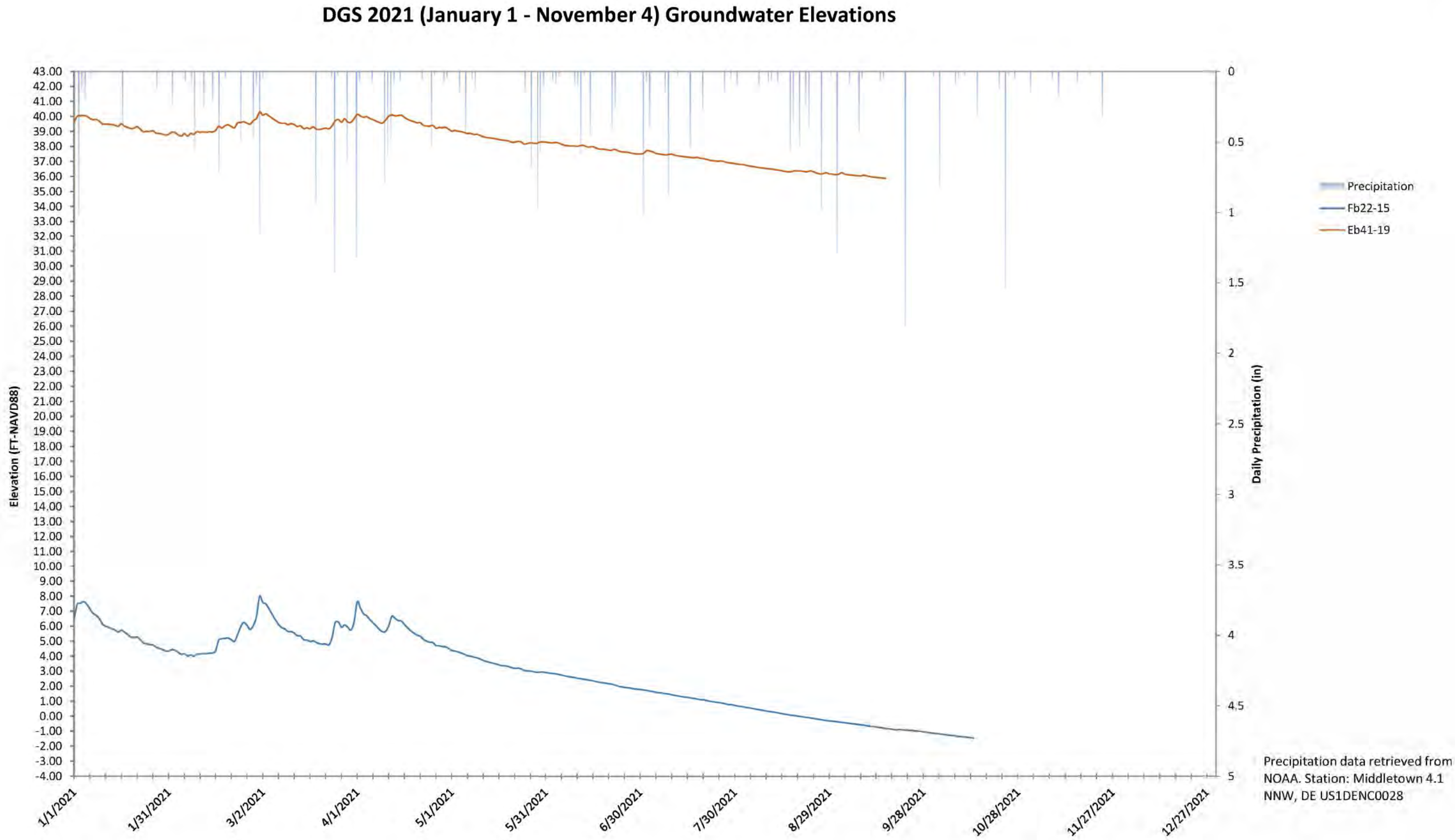
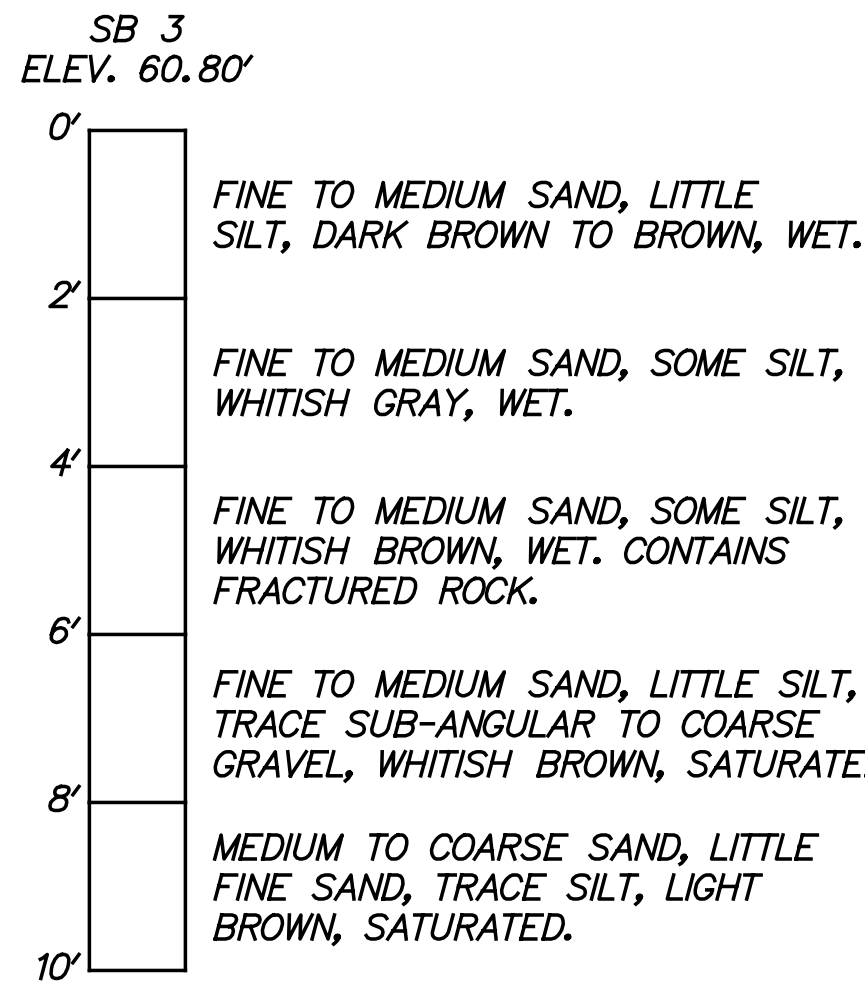


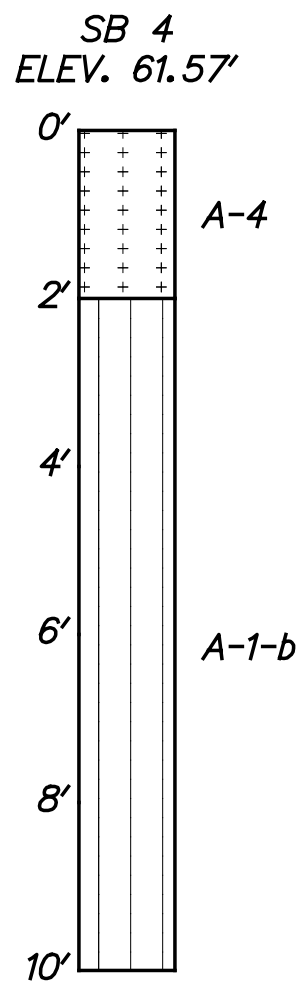
FIGURE B-2



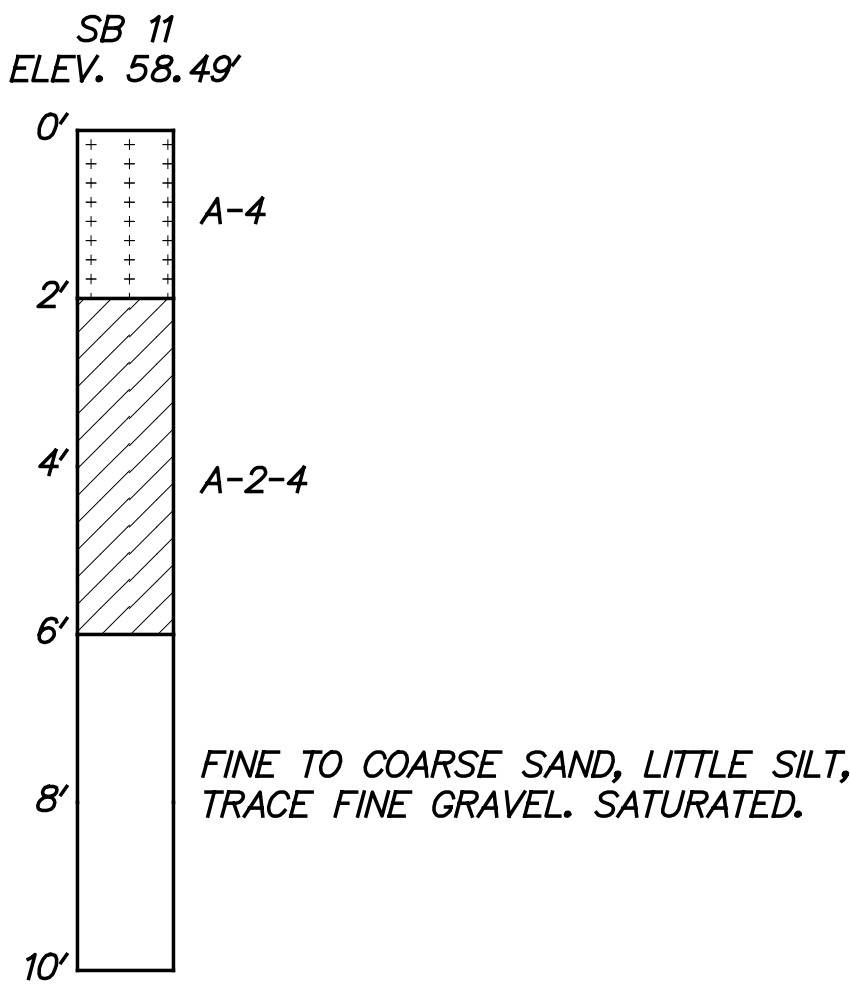
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ADDENDA / REVISIONS				NOT TO SCALE	I-95 AND SR 896 INTERCHANGE	CONTRACT	BRIDGE NO.	N/A		WETLAND MITIGATION SITE WATER LEVELS	SECTION
		T201609002	DESIGNED BY:			E. PRICE		CE			
		COUNTY				A. SCHMIDT		SHEET NO.			
		NEW CASTLE						1502			



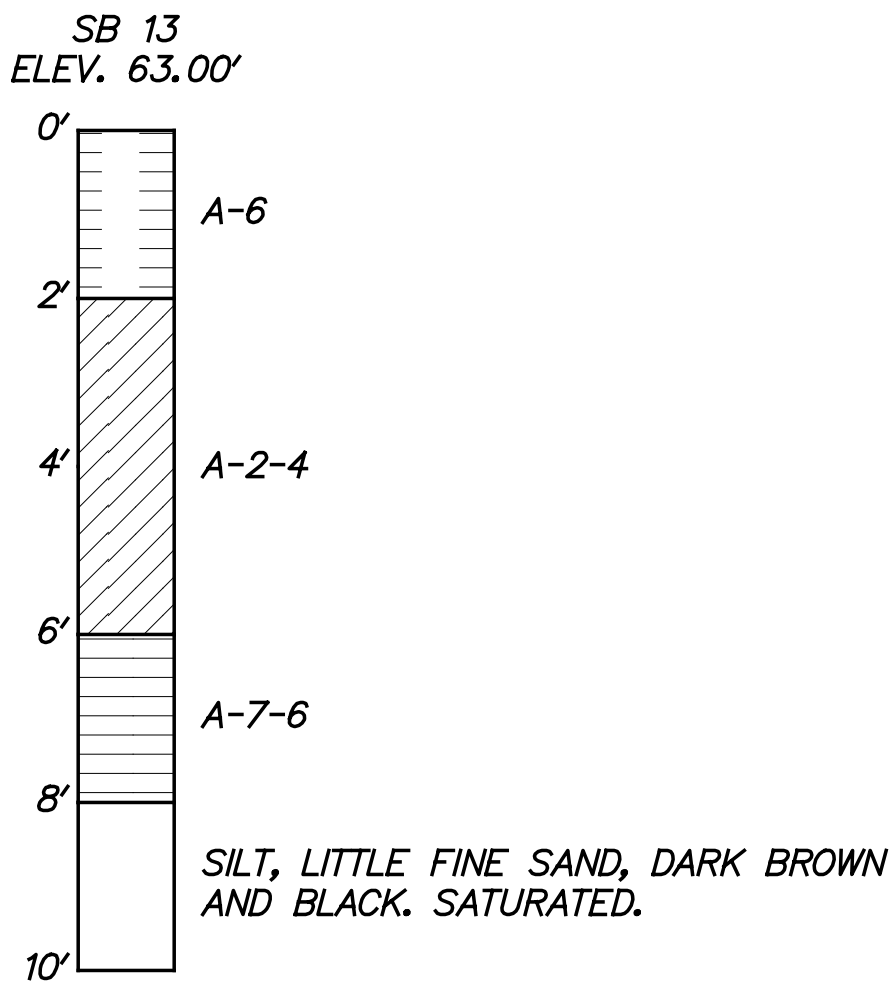
WATER LEVEL
AT 2.60'



WATER LEVEL
AT 3.00'



WATER LEVEL
AT 3.20'



WATER LEVEL
AT 5.50'

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART		LABORATORY CLASSIFICATION CRITERIA	
COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.	$C_u = \frac{D_{60}}{D_{10}}$, greater than 4; $C_c = \frac{D_{30}}{D_{10} \times D_{60}}$, between 1 and 4
	GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines.	Not meeting all gradation requirements for GW
	GM	Silty gravels, gravel-sand-silt mixtures.	Atterberg limits below "A" line or P.L. less than 4
	GC	Clayey gravels, gravel-sand-clay mixtures.	Atterberg limits above "A" line with P.L. greater than 7
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	SW	Well-graded sands, gravelly sands, little or no fines.	$C_u = \frac{D_{60}}{D_{10}}$, greater than 4; $C_c = \frac{D_{30}}{D_{10} \times D_{60}}$, between 1 and 4
	SP	Poorly-graded sands, gravelly sands, little or no fines.	Not meeting all gradation requirements for GW
	SM	Silty sands, sand-silt mixtures.	Atterberg limits below "A" line or P.L. less than 4
	SC	Clayey sands, sand-clay mixtures.	Atterberg limits above "A" line with P.L. greater than 7
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%	ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.	Determine percentages of silt and gravel from grain-size curve. Depending on percentage of fines (fraction smaller than No. 200 sieve size): Less than 5 percent GW, GP, SW, SP More than 5 percent GM, GC, SM, SC If 6 or 12 percent Determine class requiring dual symbols
	CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.	
	OL	Organic silts and organic silty clays of low plasticity.	
SILTS AND CLAYS Liquid limit 50% or greater	MH	Inorganic silts, micaceous or clayey silty fine sands or silty soils, plastic silts.	GW, GP, SW, SP GM, GC, SM, SC MH, OL, CH, OH, PT
	CH	Inorganic clays of high plasticity, fat clays.	
	OH	Organic clays of medium to high plasticity, organic silts.	
HIGHLY ORGANIC SOILS	PT	Peat and other highly organic soils.	

PLASTICITY CHART

ADDENDA / REVISIONS

NOT TO SCALE

I-95 AND SR 896
INTERCHANGE

CONTRACT

T201609002

COUNTY

NEW CASTLE

BRIDGE NO.

N/A

DESIGNED BY:

E. PRICE

CHECKED BY:

A. SCHMIDT

WETLAND MITIGATION SITE
SOIL BORINGS

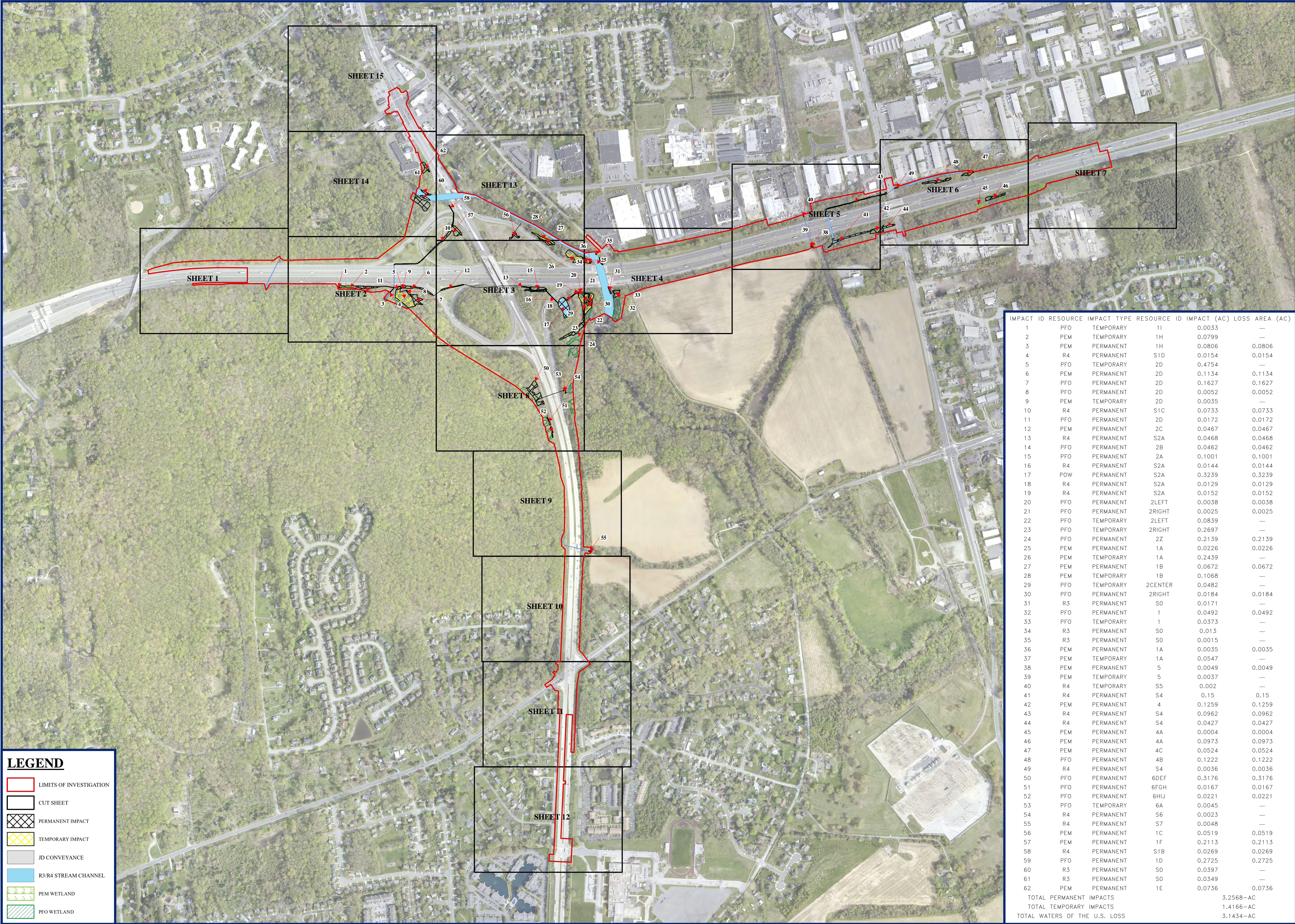
WM-19

SECTION

CE

SHEET NO.

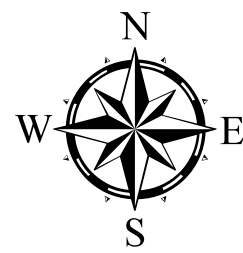
1503



LEGEND

- LIMITS OF INVESTIGATION
- CUT SHEET
- PERMANENT IMPACT
- TEMPORARY IMPACT
- JD CONVEYANCE
- R3/R4 STREAM CHANNEL
- PEM WETLAND
- PFO WETLAND

IMPACT ID	RESOURCE	IMPACT TYPE	RESOURCE ID	IMPACT (AC)	LOSS AREA (AC)
1	PFO	TEMPORARY	1I	0.0033	—
2	PEM	TEMPORARY	1H	0.0799	—
3	PEM	PERMANENT	1H	0.0806	0.0806
4	R4	PERMANENT	S1D	0.0154	0.0154
5	PFO	TEMPORARY	2D	0.4754	—
6	PEM	PERMANENT	2D	0.1134	0.1134
7	PFO	PERMANENT	2D	0.1627	0.1627
8	PFO	PERMANENT	2D	0.0052	0.0052
9	PEM	TEMPORARY	2D	0.0035	—
10	R4	PERMANENT	S1C	0.0733	0.0733
11	PFO	PERMANENT	2D	0.0172	0.0172
12	PEM	PERMANENT	2C	0.0467	0.0467
13	R4	PERMANENT	S2A	0.0468	0.0468
14	PFO	PERMANENT	2B	0.0462	0.0462
15	PFO	PERMANENT	2A	0.1001	0.1001
16	R4	PERMANENT	S2A	0.0144	0.0144
17	POW	PERMANENT	S2A	0.3239	0.3239
18	R4	PERMANENT	S2A	0.0129	0.0129
19	R4	PERMANENT	S2A	0.0152	0.0152
20	PFO	PERMANENT	2LEFT	0.0038	0.0038
21	PFO	PERMANENT	2RIGHT	0.0025	0.0025
22	PFO	TEMPORARY	2LEFT	0.0839	—
23	PFO	TEMPORARY	2RIGHT	0.2697	—
24	PFO	PERMANENT	2Z	0.2139	0.2139
25	PEM	PERMANENT	1A	0.0226	0.0226
26	PEM	TEMPORARY	1A	0.2439	—
27	PEM	PERMANENT	1B	0.0672	0.0672
28	PEM	TEMPORARY	1B	0.1068	—
29	PFO	TEMPORARY	2CENTER	0.0482	—
30	PFO	PERMANENT	2RIGHT	0.0184	0.0184
31	R3	PERMANENT	S0	0.0171	—
32	PFO	PERMANENT	1	0.0492	0.0492
33	PFO	TEMPORARY	1	0.0373	—
34	R3	PERMANENT	S0	0.013	—
35	R3	PERMANENT	S0	0.0015	—
36	PEM	PERMANENT	1A	0.0035	0.0035
37	PEM	TEMPORARY	1A	0.0547	—
38	PEM	PERMANENT	5	0.0049	0.0049
39	PEM	TEMPORARY	5	0.0037	—
40	R4	TEMPORARY	S5	0.002	—
41	R4	PERMANENT	S4	0.15	0.15
42	PEM	PERMANENT	4	0.1259	0.1259
43	R4	PERMANENT	S4	0.0962	0.0962
44	R4	PERMANENT	S4	0.0427	0.0427
45	PEM	PERMANENT	4A	0.0004	0.0004
46	PEM	PERMANENT	4A	0.0973	0.0973
47	PEM	PERMANENT	4C	0.0524	0.0524
48	PFO	PERMANENT	4B	0.1222	0.1222
49	R4	PERMANENT	S4	0.0036	0.0036
50	PFO	PERMANENT	6DEF	0.3176	0.3176
51	PFO	PERMANENT	6FGH	0.0167	0.0167
52	PFO	PERMANENT	6HIJ	0.0221	0.0221
53	PFO	TEMPORARY	6A	0.0045	—
54	R4	PERMANENT	S6	0.0023	—
55	R4	PERMANENT	S7	0.0048	—
56	PEM	PERMANENT	1C	0.0519	0.0519
57	PEM	PERMANENT	1F	0.2113	0.2113
58	R4	PERMANENT	S1B	0.0269	0.0269
59	PFO	PERMANENT	1D	0.2725	0.2725
60	R3	PERMANENT	S0	0.0397	—
61	R3	PERMANENT	S0	0.0349	—
62	PEM	PERMANENT	1E	0.0736	0.0736
TOTAL PERMANENT IMPACTS				3.2568—AC	
TOTAL TEMPORARY IMPACTS				1.4166—AC	
TOTAL WATERS OF THE U.S. LOSS				3.1434—AC	



1 in = 400 ft



I-95 AND SR 896 INTERCHANGE
WATERS OF THE U.S. IMPACTS
CUT SHEETS
NEW CASTLE COUNTY, DELAWARE



1 in = 100 ft

Page 1 of 15

Project Manager:	AS
Drawn:	TA
Job Number:	165007.00
Revisions:	NONE



I-95 AND SR 896 INTERCHANGE
WATERS OF THE U.S. IMPACTS
CUT SHEETS
NEW CASTLE COUNTY, DELAWARE

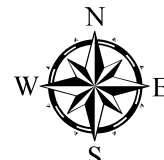


1 in = 100 ft

Project Manager:	AS
Drawn:	TA
Job Number:	165007.00
Revisions:	NONE



I-95 AND SR 896 INTERCHANGE
WATERS OF THE U.S. IMPACTS
CUT SHEETS
NEW CASTLE COUNTY, DELAWARE



1 in = 100 ft

Project Manager:	AS
Drawn:	TA
Job Number:	165007.00
Revisions:	NONE



CENTURY

ENGINEERING

m

550 S Bay Road
Dover, DE 19901
P: 302.734.9188

I-95 AND SR 896 INTERCHANGE

WATERS OF THE U.S. IMPACTS
CUT SHEETS

NEW CASTLE COUNTY, DELAWARE

N

W

E

S

1 in = 100 ft

Page 4 of 15

Project Manager:

AS

Drawn:

TA

Job Number:

165007.00

Revisions:

NONE



CENTURY

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I-95 AND SR 896 INTERCHANGE

WATERS OF THE U.S. IMPACTS
CUT SHEETS

NEW CASTLE COUNTY, DELAWARE

N

W

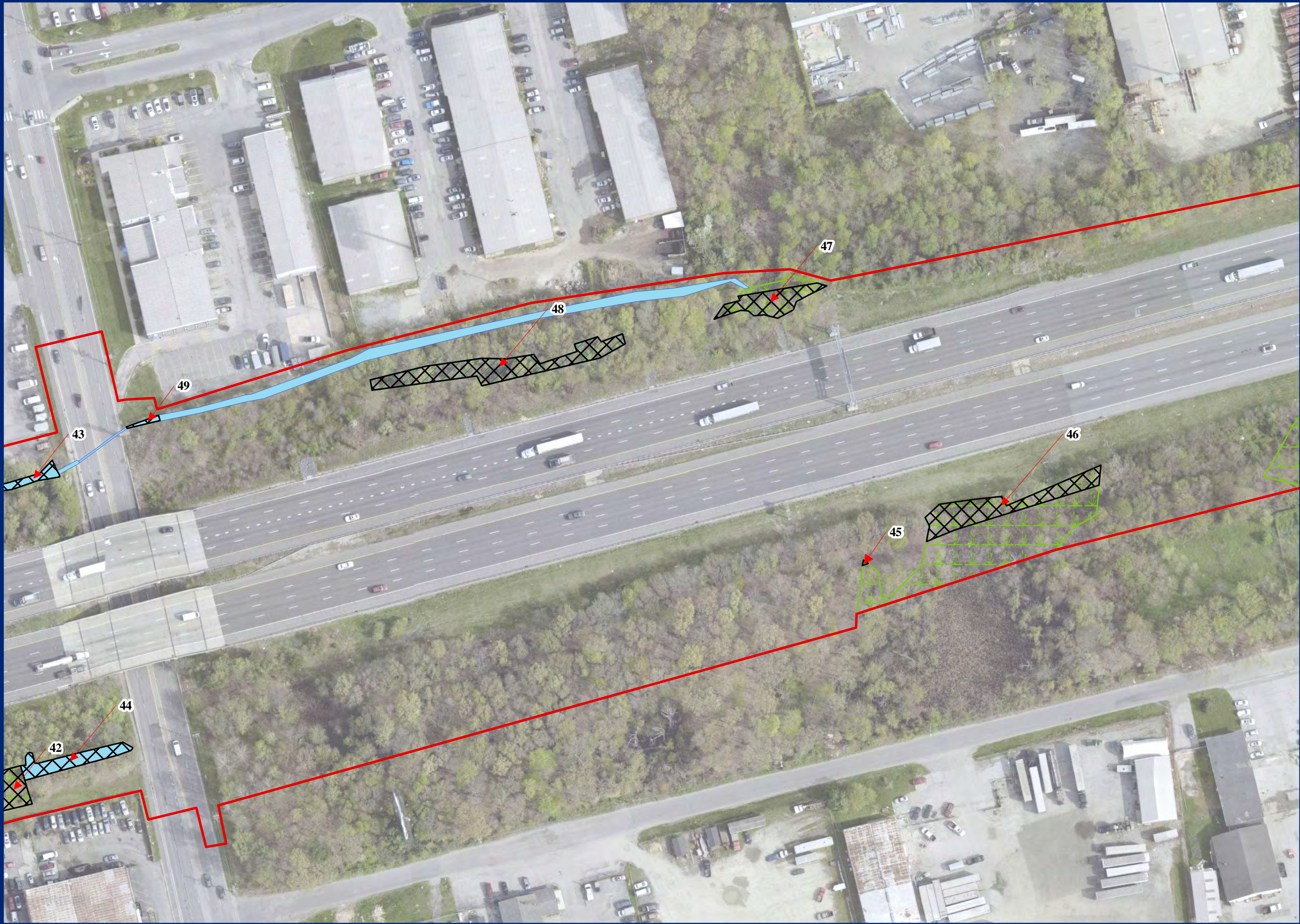
E

S

1 in = 100 ft

Page 5 of 15

Project Manager:	AS
Drawn:	TA
Job Number:	165007.00
Revisions:	NONE



I-95 AND SR 896 INTERCHANGE
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CUT SHEETS
NEW CASTLE COUNTY, DELAWARE



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I-95 AND SR 896 INTERCHANGE
WATERS OF THE U.S. IMPACTS
CUT SHEETS
NEW CASTLE COUNTY, DELAWARE

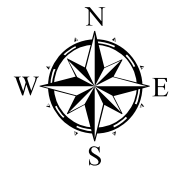


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Drawn:	TA
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Revisions:	NONE



I-95 AND SR 896 INTERCHANGE
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CUT SHEETS
NEW CASTLE COUNTY, DELAWARE



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CUT SHEETS
NEW CASTLE COUNTY, DELAWARE



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I-95 AND SR 896 INTERCHANGE
WATERS OF THE U.S. IMPACTS
CUT SHEETS
NEW CASTLE COUNTY, DELAWARE



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**I-95 AND SR 896 INTERCHANGE
WATERS OF THE U.S. IMPACTS
CUT SHEETS
NEW CASTLE COUNTY, DELAWARE**


$$1 \text{ in} = 100 \text{ ft}$$

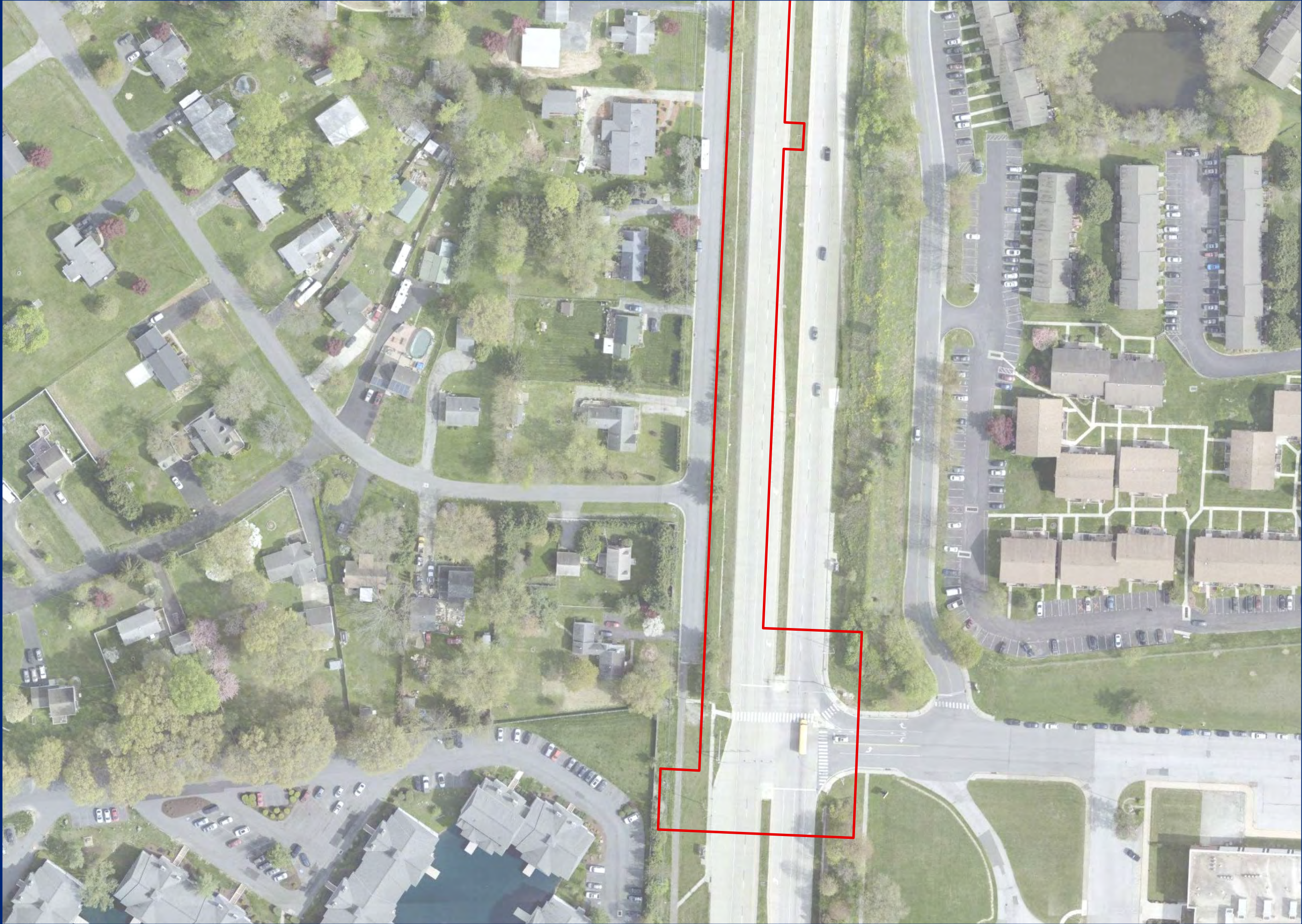
Page 11 of 15

Project Manager:	AS
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Drawn: TA

Job Number: 165007.00

Revisions: NONE



I-95 AND SR 896 INTERCHANGE
WATERS OF THE U.S. IMPACTS
CUT SHEETS
NEW CASTLE COUNTY, DELAWARE



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Revisions:	NONE



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I-95 AND SR 896 INTERCHANGE

WATERS OF THE U.S. IMPACTS
CUT SHEETS

NEW CASTLE COUNTY, DELAWARE



1 in = 100 ft

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Revisions:	NONE

