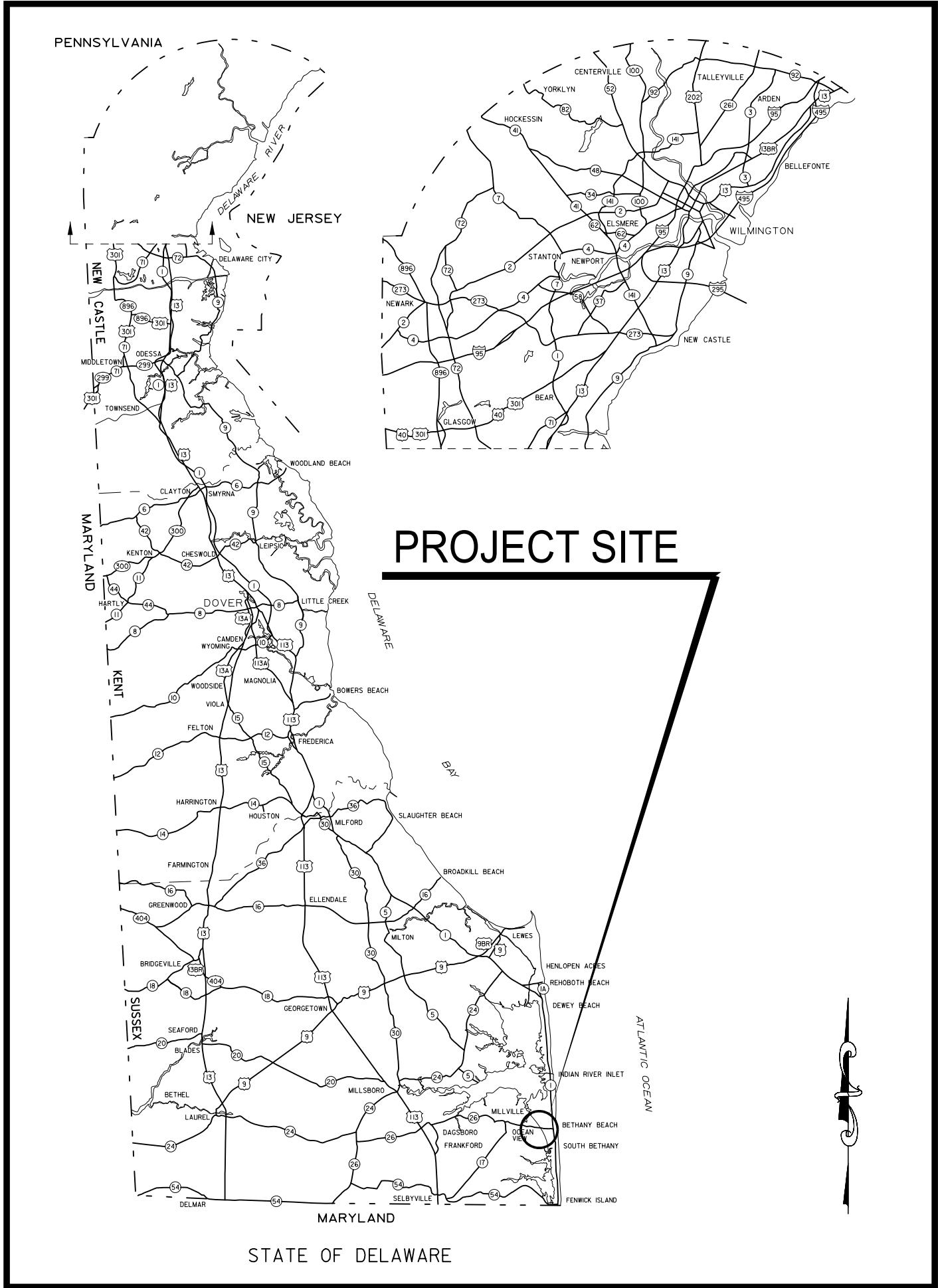
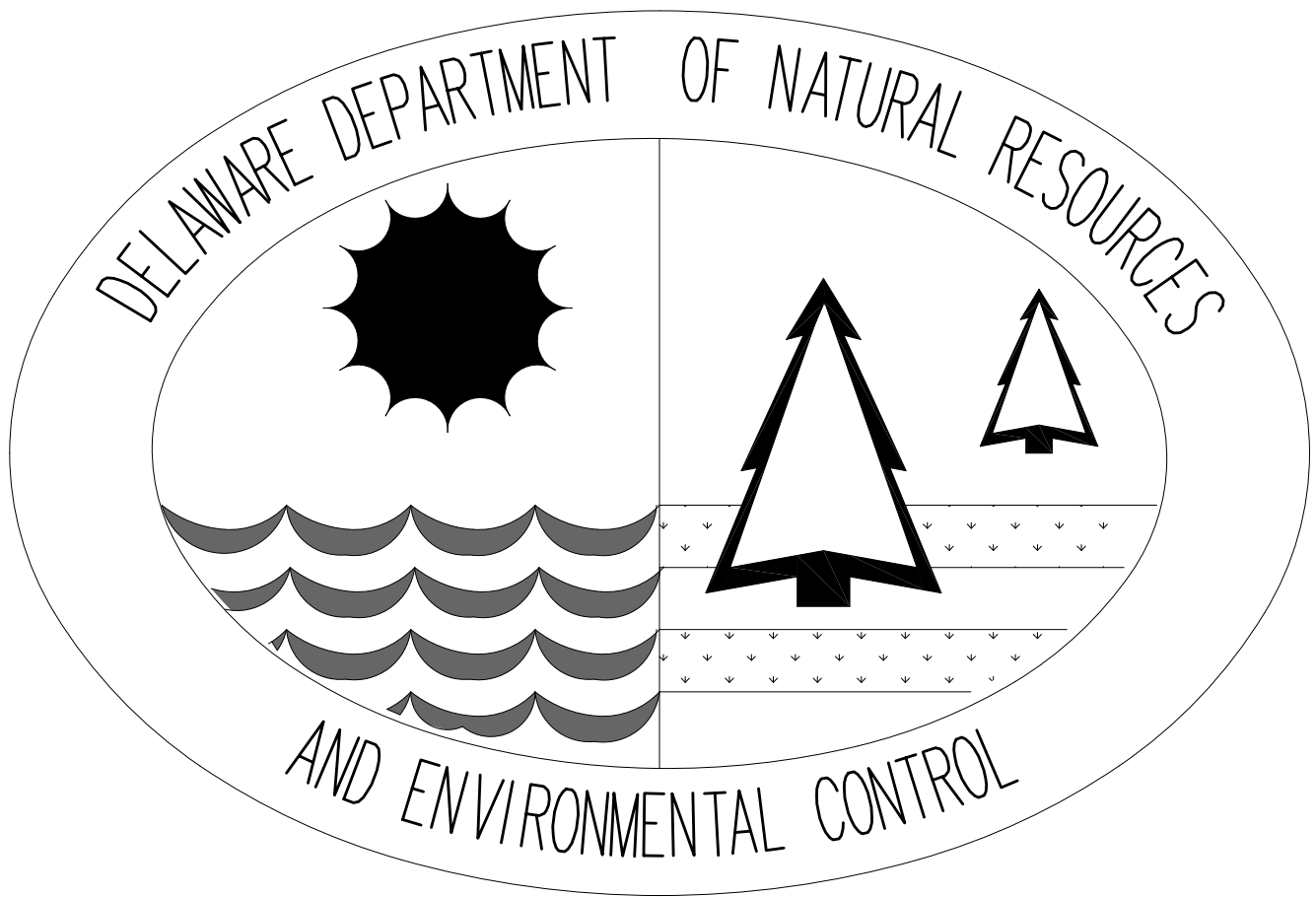


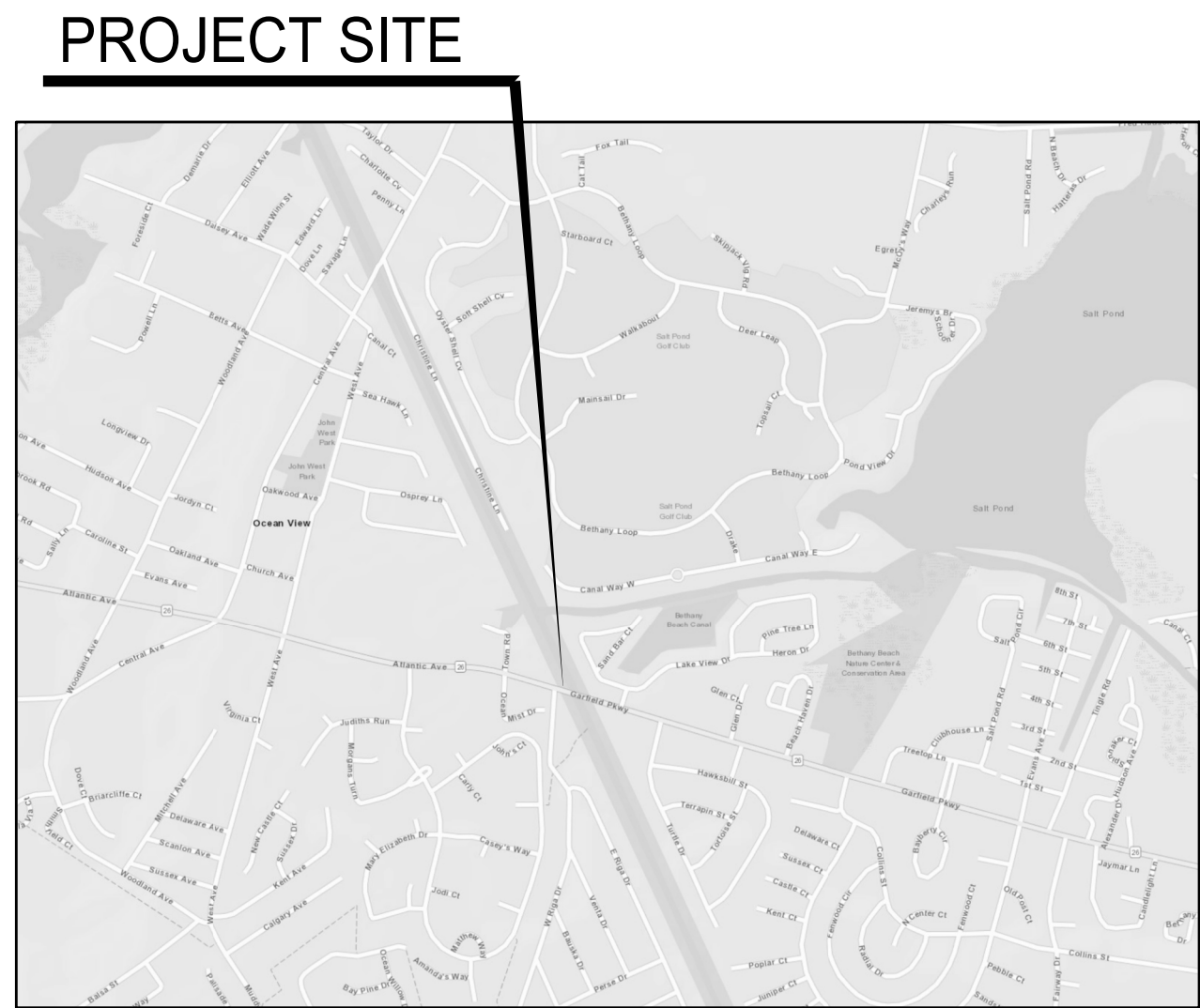
STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENTAL CONTROL
DIVISION OF PARKS & RECREATION

ASSAWOMAN CANAL TRAIL EXTENSION

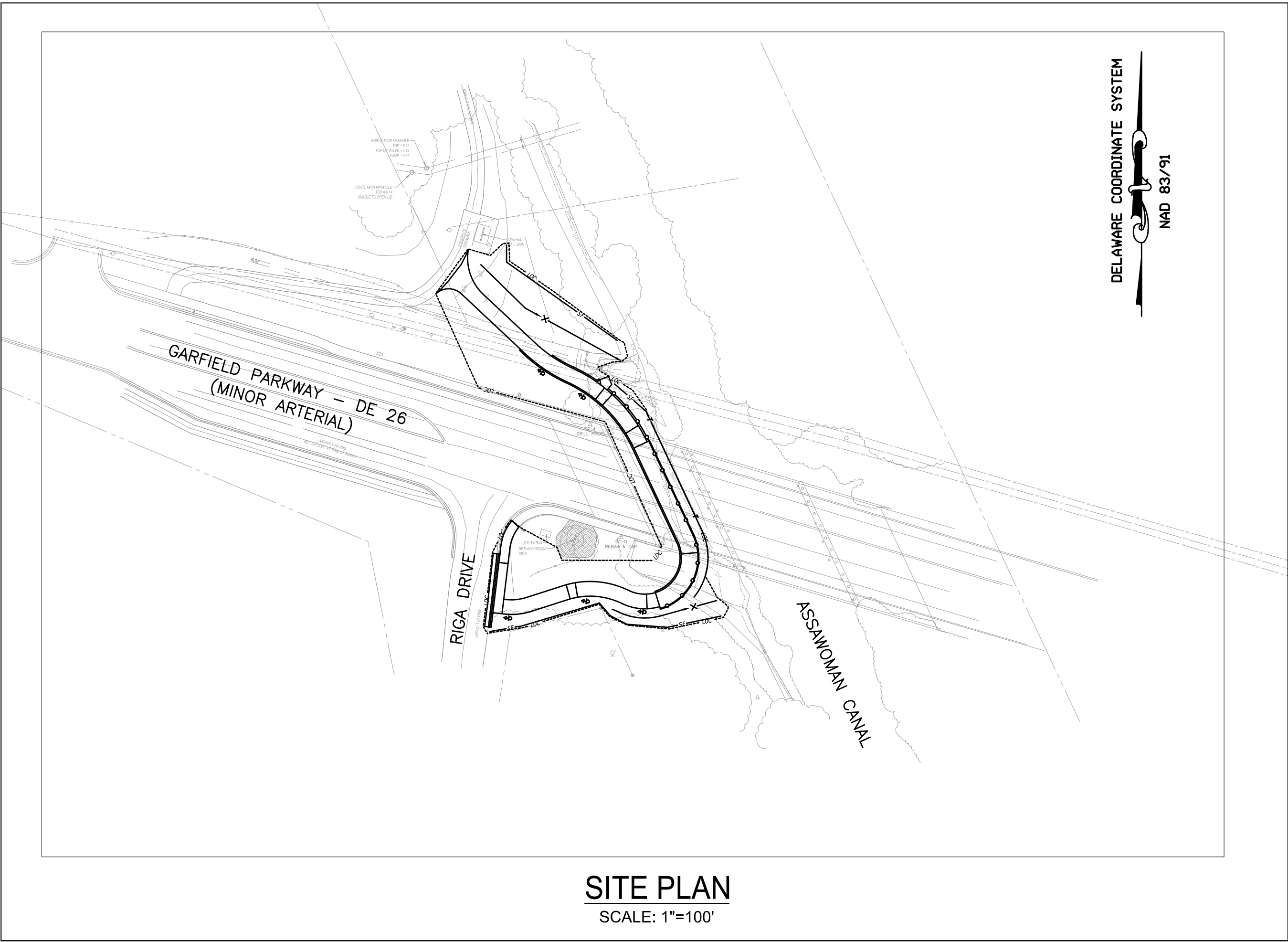
FINAL PLANS
AUGUST 30, 2019



LOCATION MAP



SITE MAP



SITE PLAN
SCALE: 1"=100'

INDEX OF SHEETS	
SHEET NO.:	TITLE
C-1	GENERAL NOTES
C-2	LEGEND
C-3	HORIZONTAL AND VERTICAL CONTROL PLAN
C-4	TYPICAL SECTIONS
C-5	CONSTRUCTION PLAN
C-6	PROFILE
C-7	GRADING PLAN
C-8	CONSTRUCTION DETAILS
EC-1	ENVIRONMENTAL COMPLIANCE PLAN

PREPARED BY
THE CONSULTING FIRM OF



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Cary D. Webb
MANAGER

8/30/19
DATE



PREPARED FOR:
OFFICE OF DESIGN & DEVELOPMENT
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89 KINGS HIGHWAY
DOVER, DELAWARE 19901
PHONE: 302-739-9231
FAX: (302) 739-7026

DATE: AUGUST 30, 2019

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GENERAL NOTES

1. THREE (3) CONSECUTIVE WORKING DAYS BEFORE EXCAVATION IS STARTED IN AREAS OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL GIVE NOTIFICATION BY TELEPHONE, CALLING "MISS UTILITY", TEL. (800) 282-8555. THE CONTRACTOR IS ADVISED THAT MISS UTILITY HAS REFUSED TO LOCATE UTILITIES ON STATE PROPERTY IN SOME INSTANCES. THE CONTRACTOR SHALL VERIFY EXACT LOCATIONS OF ALL UTILITIES IN THE FIELD BY EMPLOYING A PROFESSIONAL UTILITY LOCATOR TO FIELD LOCATE EXISTING UTILITIES PRIOR TO ANY EXCAVATION. EXISTING UTILITIES ARE SHOWN ON THE DRAWINGS BASED ON THE BEST INFORMATION AVAILABLE. HOWEVER THIS INFORMATION HAS NOT BEEN FIELD VERIFIED AND IS NOT GUARANTEED. ALL EXISTING UTILITIES SHALL BE PROTECTED AND TEMPORARILY SUPPORTED OR RELOCATED AS NECESSARY TO COMPLETE THE WORK IN ACCORDANCE WITH THE PERTINENT UTILITY COMPANY REQUIREMENTS. ALL COSTS SHALL BE INCIDENTAL TO THE CONTRACT.
2. THE CONTRACTOR SHALL DESIGNATE A PERSON WHO SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING THE EROSION AND SEDIMENT CONTROL DEVICES SHOWN ON THE PLANS, AND A PERSON WHO SHALL BE RESPONSIBLE FOR WORK SAFETY.
3. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE AREA WITHIN THE LIMITS OF CONSTRUCTION TO PROHIBIT PUBLIC ACCESS UNTIL COMPLETION OF THE PROJECT. THE CONTRACTOR'S PROCEDURE/METHOD FOR LIMITING ACCESS SHALL BE SUBMITTED TO THE OWNER FOR REVIEW AND APPROVAL PRIOR TO THE START OF WORK. THE COST SHALL BE INCLUDED IN THE CONTRACT.
4. THE LIMIT OF CONSTRUCTION SHALL BE AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL NOT WORK OR TRESPASS OUTSIDE OF THE LIMIT OF CONSTRUCTION AS SHOWN ON THE PLANS UNLESS OTHERWISE APPROVED BY THE OWNER.
5. APPROVED COVERS TO PREVENT MATERIAL FROM LEAVING THE TRUCKS MUST BE INSTALLED OVER ALL LOADED TRUCKS HAULING BORROW, EXCAVATED MATERIALS, AND/OR FINE AGGREGATES TO OR FROM THE PROJECT SITE OVER STATE MAINTAINED ROADS. THE TRUCKS SHALL BE FULLY COVERED AND THE COVERS SHALL BE TIED ON THE REAR AND BOTH SIDES TO PREVENT MATERIAL FROM LEAVING THE TRUCK DURING HAULING.
6. IN CASE OF CONFLICT BETWEEN THE "MANUFACTURER'S RECOMMENDATIONS" FOR AN APPROVED MATERIAL AND THE GOVERNING "CONTRACT SPECIFICATIONS" FOR THE MATERIAL, THE MORE RESTRICTIVE OF THE TWO SHALL PREVAIL UNLESS OTHERWISE DIRECTED BY THE OWNER.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING, BY SURVEY, ALL POINTS AND LIMIT OF CONSTRUCTION LINES NECESSARY FOR CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL ENGAGE A PROFESSIONAL LAND SURVEYOR, REGISTERED IN THE STATE OF DELAWARE, TO PERFORM REQUIRED SURVEYING SERVICES. ALL SURVEY STAKEOUT WORK SHALL BE INCLUDED IN THE CONTRACT.
8. THE CONTRACTOR SHALL SUBMIT A STAGING PLAN TO THE OWNER FOR APPROVAL PRIOR TO CONSTRUCTION OF THE PROJECT. THE STAGING PLAN SHALL INCLUDE SITE LOCATION, EROSION AND SEDIMENT CONTROLS, AND ALL OTHER INCIDENTALS, AS DIRECTED BY THE OWNER. ALL COSTS ASSOCIATED WITH PREPARING AND IMPLEMENTING THE STAGING PLAN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
9. ALL CONSTRUCTION ACCESS SHALL USE THE STABILIZED CONSTRUCTION ENTRANCE, INCLUDING FOR WORK ON THE NORTH SIDE OF SR 26. CONSTRUCTION, MAINTENANCE, CLEANING, RE-COMPACTING, REMOVAL AND REPLACEMENT OF THE BASE COURSE MATERIALS FOR THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENT CONTROL PLAN AS DIRECTED BY THE CERTIFIED CONSTRUCTION REVIEWER AND THE OWNER. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING THE ROAD AT THE CONSTRUCTION ENTRANCE AT THE END OF EACH WORKING DAY.
10. SILT FENCE SHALL BE PLACED AROUND STOCKPILE AREAS AS DIRECTED BY THE OWNER. THE COST OF EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INCIDENTAL TO THE CONTRACT.
11. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL FULLY RESTORE ALL AREAS USED FOR STAGING OPERATIONS, INCLUDING SOIL STOCKPILE AREAS, TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE OWNER. ALL COSTS ASSOCIATED WITH RESTORATION OF THESE AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE.
12. THE CONTRACTOR SHALL PROVIDE NECESSARY RESTROOM FACILITIES FOR WORKERS DURING CONSTRUCTION.
13. THE DATUM USED ON THIS PROJECT IS HORIZONTAL NAD 83/91 AND VERTICAL NAVD 88.
14. THE MAXIMUM SLOPE OF THE TRAIL IN THE DIRECTION OF TRAVEL SHALL NOT EXCEED 8.3% AT ANY LOCATION.
15. THE CONTRACTOR SHALL CLOSE THE ENTRANCE TO THE PROJECT SITE AT ALL TIMES WHEN WORK IS NOT IN PROGRESS TO PREVENT UNAUTHORIZED ENTRY INTO THE SITE. THE OWNER MUST PROVIDE EMERGENCY ACCESS AT ALL TIMES. PROPOSED METHOD OF ENTRANCE CLOSURE SHALL BE SUBMITTED FOR OWNER'S APPROVAL.
16. ALL CONSTRUCTION IS TO BE IN ACCORDANCE WITH THE DELDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED 2016 AND SUPPLEMENTAL SPECIFICATIONS, DESIGN GUIDANCE MEMORANDUMS, AND STANDARD CONSTRUCTION DETAILS, UNLESS OTHERWISE NOTED ON THE PLANS OR IN THE SPECIFICATIONS FOR THIS PROJECT AND AS FOLLOWS. FOR THIS PROJECT, DIVISION 100 GENERAL PROVISIONS IN THE DELDOT STANDARD SPECIFICATIONS DO NOT APPLY. THERE WILL BE NO MEASUREMENT FOR PAYMENT EXCEPT WHERE SPECIFICALLY STATED IN THE PLANS AND SPECIFICATIONS FOR THIS PROJECT.
17. ALL WORK IN WETLANDS SHALL BE PERFORMED IN ACCORDANCE WITH THE PERMIT CONDITIONS AND AS FOLLOWS. IMPACTS FROM VEHICLES TRAVERSING WETLANDS SHALL BE REDUCED BY USING SUPPORT MATS, LOW IMPACT EQUIPMENT AND BY MINIMIZING VEHICULAR TRAFFIC. ALL VEHICLES OR EQUIPMENT TRAVERSING, OR OPERATED IN, WETLANDS SHALL BE ADEQUATELY SUPPORTED BY MATS AT ALL TIMES.
18. ALL DISTURBED AREAS WITHIN THE STATE RIGHT-OF-WAY, BUT NOT IN THE PAVEMENT, SHALL BE TOP-SOILED (6" MINIMUM), FERTILIZED, SEEDED AND MULCHED. IF SOD IS USED NEXT TO SIDEWALK OR SHARED-USE PATH, CONTRACTOR SHALL GRADE TOPSOIL ADJACENT TO THE SIDEWALK OR SHARED-USE PATH PRIOR TO PLACEMENT OF SOD TO ENSURE THAT SOD IS PLACED FLUSH OR JUST BELOW EDGE OF SIDEWALK OR SHARED-USE PATH TO AVOID WATER PONDING ON THE SIDEWALK OR SHARED-USE PATH.
19. AT THE DISCRETION OF THE DNREC INSPECTOR, ANY DAMAGED OR MISSING CURB OR SIDEWALK FOUND ON SITE WILL NEED TO BE REPAIRED OR REPLACED TO MEET CURRENT DELDOT STANDARDS.
20. ALL SIGNING, STRIPING AND MAINTENANCE OF TRAFFIC IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL FOLLOW THE GUIDELINES SHOWN IN THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE MUTCD) FOR STREETS AND HIGHWAYS (LATEST EDITION AT THE DATE OF PROJECT ADVERTISEMENT). THE OWNER SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL PERMANENT SIGNS INSTALLED AS PART OF THIS PROJECT.
21. PLAN LOCATION AND DIMENSIONS SHALL BE STRICTLY ADHERED TO UNLESS OTHERWISE DIRECTED BY THE DNREC INSPECTOR.
22. A COPY OF THE UP-TO-DATE APPROVED CONSTRUCTION DOCUMENTS AND APPROVAL LETTERS/PERMITS SHALL BE MAINTAINED ON THE PROJECT SITE AT ALL TIMES AND BE AVAILABLE FOR INSPECTION BY DNREC PERSONNEL.
23. EXISTING UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION. COMPLETENESS OR CORRECTNESS THEREOF IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE UTILITY COMPANIES INVOLVED IN ORDER TO SECURE THE MOST ACCURATE INFORMATION AVAILABLE AS TO UTILITY LOCATION AND ELEVATION. NO CONSTRUCTION AROUND OR ADJACENT TO UTILITIES SHALL BEGIN WITHOUT NOTIFYING THEIR OWNERS AT LEAST 48-HOURS IN ADVANCE. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICE, AND ANY DAMAGE DONE TO THEM DUE TO HIS/HER NEGLIGENCE SHALL BE IMMEDIATELY AND COMPLETELY REPAIRED AT THE CONTRACTOR'S EXPENSE. TO LOCATE EXISTING UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISS UTILITY OF DELAWARE (SEE NOTE #1). SHOULD UTILITY RELOCATION BE REQUIRED, THE CONTRACTOR MUST SUBMIT A UTILITY RELOCATION PLAN FOR OWNER REVIEW, ALONG WITH CORRESPONDENCE FROM THE UTILITY COMPANIES STATING PRELIMINARY APPROVAL TO THE RELOCATION AND DESIGN OF THE UTILITIES PRIOR TO THE PRE-CONSTRUCTION MEETING. NO PHYSICAL CONSTRUCTION CAN OCCUR UNTIL THE UTILITY PLANS ARE APPROVED, THE INDIVIDUAL UTILITY COMPANIES ISSUE FINAL APPROVAL, AND A UTILITY PERMIT IS ISSUED TO THE UTILITY COMPANY.
24. BREAKAWAY POSTS SHALL BE USED WHEN INSTALLING ALL SIGNS. REFERENCE DELDOT'S STANDARD CONSTRUCTION DETAILS, SECTION VIII TRAFFIC, T-15.
25. THE ENDS OF ALL CURBS SHALL BE TRANSITIONED TO BE FLUSH WITH THE PAVEMENT AT A RATIO OF TWELVE TO ONE (12:1). WHERE CURB TYPE AND/OR HEIGHT IS BEING VARIED, TAPER CURB PER THE INSPECTOR'S DIRECTION.
26. ALL PROPOSED CLOSED STORMDRAIN SYSTEMS SHALL BE VIDEO INSPECTED, REPAIRED AS NECESSARY AND APPROVED PRIOR TO THE INSTALLATION OF FINAL PAVING. IF REPAIRS ARE NEEDED, THE REPAIRED PIPE SECTIONS WILL NEED TO BE VIDEO INSPECTED AGAIN BEFORE THE REPAIR CAN BE APPROVED.
27. THE CONTRACTOR AND EXISTING/FUTURE OWNER OF NON-STATE-MAINTAINED ROADWAYS SHALL ENSURE THAT THE TRAFFIC CONTROL DEVICES ON SAID ROADWAYS OPEN TO PUBLIC TRAVEL ARE IN COMPLIANCE WITH THE LATEST VERSION OF THE DELAWARE MUTCD.

GENERAL NOTES (CONT.)

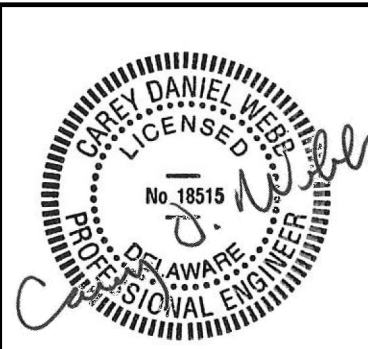
28. ALL SUBGRADE SHALL BE COMPACTED TO 95% OF THE MAXIMUM STANDARD T-99 DRY DENSITY.
29. FOR INFORMATION ON OBTAINING A UTILITY PERMIT IN SUSSEX COUNTY CONTACT M&O-SOUTH DISTRICT-PUBLIC WORKS AT (302) 853-1340.
30. FOR INFORMATION ON OBTAINING APPROVAL FOR PROPOSED OUTDOOR ADVERTISING IN SUSSEX COUNTY CONTACT M&O-SOUTH DISTRICT-PUBLIC WORKS AT (302) 853-1327.
31. MAINTENANCE OF ALL LANDSCAPING SHOWN ON THIS PLAN WILL BE THE RESPONSIBILITY OF THE OWNER. DNREC MUST REVIEW AND APPROVE ANY PLANTINGS PROPOSED WITHIN THE RIGHT-OF-WAY PRIOR TO INSTALLATION. IF ANY PLANTINGS ARE PLANTED WITHOUT DNREC'S KNOWLEDGE AND/OR APPROVAL, THEN DNREC HAS THE RIGHT TO HAVE THE CONTRACTOR REMOVE THE PLANTINGS, WITH ALL COSTS BEING PAID FOR BY THE CONTRACTOR.

MAINTENANCE OF TRAFFIC / TEMPORARY TRAFFIC CONTROL NOTES

1. ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH: THE CONTRACT DOCUMENTS, THE LATEST VERSION OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (HEREINAFTER REFERRED TO AS THE DELAWARE MUTCD), CURRENT STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND SUPPLEMENTAL SPECIFICATIONS, INCLUDING ALL REVISIONS AS OF THE DATE OF THE ENTRANCE PERMIT APPROVAL.
 2. CONTRACTOR SHALL SUPPLY MESSAGE BOARDS THAT ARE TO BE PLACED TEN (10) DAYS PRIOR TO CONSTRUCTION AND/OR TRAFFIC PATTERN CHANGES. THE MESSAGE BOARDS MUST REMAIN IN PLACE FIVE (5) DAYS AFTER WORK HAS STARTED AND/OR AFTER TRAFFIC PATTERN CHANGES. THE NUMBER OF MESSAGE BOARDS, LOCATIONS, AND WORDING ON THE MESSAGE BOARDS SHALL BE COORDINATED WITH THE DISTRICT SAFETY OFFICER.
 3. THE DEPARTMENT RESERVES THE RIGHT TO STOP THE CONTRACTOR'S OPERATIONS, IF, IN THE OPINION OF THE DEPARTMENT'S REPRESENTATIVE, THE CONTRACTOR'S OPERATIONS ARE NOT IN COMPLIANCE WITH THE DELAWARE MUTCD, THE SPECIFICATIONS OR THE PLANS OR IF THE CONTRACTOR'S OPERATIONS ARE DEEMED UNSAFE.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE LOCAL 911 CENTER, LOCAL SCHOOLS AND DELDOT COMMUNITY RELATIONS OF ALL ROADS AND LANES TO BE CLOSED A MINIMUM OF SEVEN (7) CALENDAR DAYS BEFORE THE CLOSURE.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE TRANSPORTATION MANAGEMENT CENTER IS NOTIFIED EACH AND EVERY DAY WHEN WORK IS BEING PERFORMED IN STATE RIGHT-OF-WAY. THE CONTRACTOR SHALL IDENTIFY THE TYPE OF WORK, ANY LANE(S) OR SHOULDER(S) CLOSED, THE LENGTH OF TIME FOR WORK, WHEN THE LANE RESTRICTIONS ARE IN PLACE, AND WHEN LANE RESTRICTIONS ARE LIFTED, CONTACT PERSON/PHONE NUMBER AND STATE INSPECTOR. THE TRANSPORTATION MANAGEMENT CENTER CAN BE REACHED AT (302) 659-4600.
 6. WHEN SIDE ROADS INTERSECT THE WORK ZONE, ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE ERECTED INCLUDING PERMANENT WARNING SIGNS.
 7. ALL STORAGE OF EQUIPMENT AND MATERIAL SHALL COMPLY WITH THE DELAWARE MUTCD, SECTION 6G.21.
 8. ALL PAVEMENT MARKINGS THAT ARE NO LONGER IN USE AND CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND COMPLETELY OBLITERATED BY A METHOD APPROVED BY THE ENGINEER. PAINTING OVER THE CONFLICTING PAVEMENT MARKINGS WILL NOT BE ACCEPTED AS A METHOD OF REMOVAL.
 9. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING PAVEMENT WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER.
 10. TYPICAL APPLICATIONS PER THE DELAWARE MUTCD SHALL BE INCORPORATED TO ACHIEVE REQUIRED TEMPORARY TRAFFIC CONTROL AND SAFETY REQUIREMENTS. THIS PROJECT IS SUBJECT TO THE FOLLOWING TYPICAL APPLICATIONS UNLESS DIRECTED OTHERWISE BY THE DELDOT DISTRICT SAFETY OFFICER:
 - A. TYPICAL APPLICATION 1: WORK BEYOND THE SHOULDER > 10 FEET FROM THE EDGE OF THE TRAVELED WAY (TA-1)
 - B. TYPICAL APPLICATION 2: LANE CLOSURE ON THE NEAR SIDE OF INTERSECTION (TA-2)
 11. WITHIN THE MAINLINE WORK AREA, PERMANENT ADVANCE WARNING SIGNS WITH THE LEGENDS ROAD WORK AHEAD SHALL BE INSTALLED IN ADVANCE OF THE WORK AREA IN BOTH DIRECTIONS. AN END ROAD WORK SIGN SHALL BE LOCATED 500 FEET DOWNSTREAM FROM THE WORK AREA. ON INTERSECTING ROADWAYS WITHIN THE PROJECT LIMITS, A ROAD WORK AHEAD SIGN SHALL BE PLACED AT A DISTANCE NOT LESS THAN 500 FEET IN ADVANCE OF THE WORK AREA. ALL PERMANENT ADVANCE WARNING SIGNS SHALL BE GROUND MOUNTED ON TWO NCHRP-350 OR MASH APPROVED BREAKAWAY POSTS AND SHALL BE MOUNTED IN COMPLIANCE WITH THE DELAWARE MUTCD. PERMANENT ADVANCE WARNING SIGNS SHALL BE MOUNTED AT A HEIGHT OF 7 FEET, MEASURED FROM THE ROADWAY TO THE BOTTOM OF THE SIGN. THE USE OF SKID MOUNTED SIGN SUPPORTS IS NOT ALLOWED UNLESS THE CONTRACTOR CAN DEMONSTRATE THAT A UTILITY CONFLICT EXISTS, WHICH SHALL BE VERIFIED BY THE DISTRICT SAFETY OFFICER; OR CONCRETE MEDIANS PREVENT THE INSTALLATION OF THE PERMANENT ADVANCE WARNING SIGNS IN THE APPROPRIATE LOCATION.
 12. THE USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY, TEMPORARY TRAVEL WAY, HIGH VOLUME ENTRANCES AND ACCESS RAMP FOR THE PURPOSE OF PROVIDING A TEMPORARY ROADWAY SURFACE, POTHOLE REPAIR, TAPERED EDGE FOR UTILITIES, BUTT JOINTS, AND LONGITUDINAL DROP-OFFS (MILLING AND PAVING OPERATIONS) IS PROHIBITED UNLESS IT IS OTHERWISE DESIGNATED TO BE USED IN THE CONTRACT PLANS. USE COLD PATCH, BITUMINOUS CONCRETE, BITUMINOUS CONCRETE WEDGE, OR TAPER MILL, AS NOTED IN THE CONTRACT DOCUMENTS OR APPROVED BY THE ENGINEER.

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








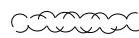


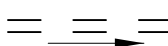

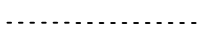

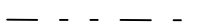

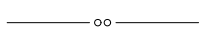


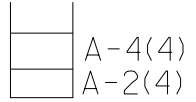







 - A. DRIVEWAYS
 - B. ENTRANCES
 - C. LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
 - D. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY (LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
 - E. EDGE OF ROADWAY DROP-OFF
- THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN THE DELAWARE MUTCD, TABLE 6G-1 AND SHALL BE COMPACTED.
- VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH THE DELAWARE MUTCD, TABLE 6G-1.
13. ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURE. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.



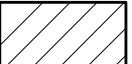













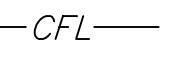


DATE:	DESCRIPTION:	BY:					
		BY:					
DATE:	DESCRIPTION:						
ASSAWOMAN CANAL TRAIL EXTENSION		GENERAL NOTES					
DESIGNED BY: RKK							
DRAWN BY: RKK							
BUILDING NO.: N/A							
DATE: 8/30/2019							
SCALE: NOT TO SCALE							
SHEET NO.: C-1							
PARKS PROJECT #:							
CONTRACT #: 2019-HL-200							

LEGEND

EXISTING DETAIL

	SURVEY TRAVERSE POINT		SMALL BUSH OR ORNAMENTAL SHRUB
	POINT OF INTERSECTION - TANGENTS		CONIFEROUS TREE 6" AND LARGER
	POINT OF TANGENCY & CURVATURE		DECIDUOUS TREE 6" AND LARGER
	SURVEY TIE POINT LOCATION		HEDGEROW OR THICKET
	CATCH BASIN		WOODS LINE
	EXISTING DRAINAGE PIPE AND FLOW ARROW		SIGN
	TOP OF DITCH		STRAND OR WOVEN WIRE FENCE
	BOTTOM OF DITCH		WOODEN FENCE
	STREAM, DITCH OR POND BOUNDARY		WOOD POLE
	ORDINARY HIGH WATER		SOIL BORING LOG - PROFILE VIEW
	SPOT ELEVATION		SOIL BORING LOCATION - PLAN VIEW
	CONTOUR LINE		SOIL TYPE AND BOUNDARY LINE
	GUARDRAIL		WOODEN POST
	PROPERTY CORNER		

PROPOSED CONSTRUCTION

	SHARED USE PATH PAVEMENT		CURB, TYPE 1-8
	CURB RETAINING WALL, MODIFIED		CURB AND GUTTER, TYPE 3-6
	185' CONTOURS (FEET)		HANDRAIL
	X 190.5' SPOT ELEVATION		DITCH CENTERLINE
	100+00 CONSTRUCTION BASELINE		RIPRAP
	LOC LIMIT OF CONSTRUCTION		SIGNS
	CFL COMPOST FILTER LOG		ADA LANDING AREA
	STABILIZED CONSTRUCTION ENTRANCE		DO NOT DISTURB
			SILT FENCE

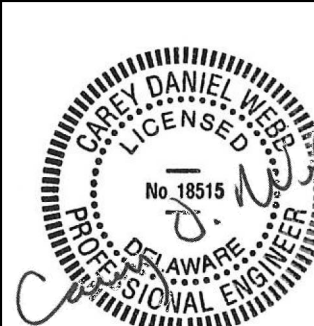
UTILITIES

EXISTING

_____ E-OH _____	ELECTRIC (OVERHEAD)
_____ E _____	ELECTRIC (UNDERGROUND)
_____ SAN, _____	SANITARY SEWER
_____ G _____	GAS
_____ MC _____	TELECOMMUNICATIONS - MEDIACOM (UNDERGROUND)
_____ W _____	WATER
_____ SAN, FM, _____	SANITARY FORCE MAIN

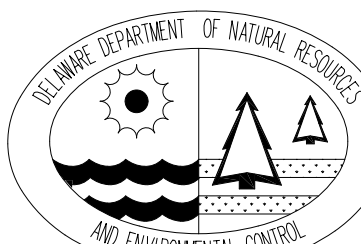
ABBREVIATIONS

A/R	- AERIAL EASEMENT	EDA	- EXISTING DENIAL OF ACCESS LINE	N/C	- NORMAL CROWN	STD.	- STANDARD
ASPH	- AXIS OF ROTATION	EL., ELEV.	- ELEVATION	O.D.	- OUTER DIAMETER	STY	- STORY
BIT.	- ASPHALT	ELLIP.	- ELLIPTICAL	OH	- OVERHEAD	S.V.	- SANITARY VENT
B	- BITUMINOUS	ENTR.	- ENTRANCE	ORN.	- ORNAMENTAL	SW	- SIDEWALK
B	- BASELINE	EPE	- EXISTING PERMANENT EASEMENT	P.C.	- POINT OF CURVATURE	SWM	- STORMWATER MANAGEMENT
B CONSTR.	- BASELINE OF CONSTRUCTION	E.&S.C.	- EROSION AND SEDIMENT CONTROL	P.C.C.	- POINT OF COMPOUND CURVE	T	- TANGENT, TELEPHONE
BLVD.	- BOULEVARD	EX., EXIST.	- EXISTING	P.C.C.A	- PORTLAND CEMENT CONCRETE	TC	- TERRA COTTA
B.M.	- BENCH MARK	F	- FILL	P/GA	- POINT OF GRADE APPLICATION	T/C	- TOP OF CURB ELEVATION
C	- CABLE TV, CUT	F.H.	- FIRE HYDRANT	PGL	- PROFILE GRADE LINE	T-D	- TELEPHONE DIRECT BURIAL CABLE
C.B.	- CATCH BASIN	F.O.	- FIBER OPTIC	PI	- POINT OF INTERSECTION	TEMP.	- TEMPORARY
C/C	- CENTER TO CENTER	G	- GAS	PK	- PK NAIL	T.G.	- TOP OF GRATE
CC	- CONCRETE CURB	G.M.	- GAS METER	P.O.C.	- POINT ON CURVE	TH	- TEST HOLE
CC&G	- CONCRETE CURB & GUTTER	GR.	- PROPOSED PROFILE GRADE ELEVATION	P.O.T.	- POINT ON TANGENT	TMH	- TOP OF MANHOLE
CG	- CONCRETE GUTTER	GRC	- GRANITE CURB	P.O.V.T.	- POINT ON VERTICAL TANGENT	T.P.	- SURVEY TIE POINT
CHW	- CONCRETE HEADWALL	G.V.	- GAS VALVE	PROP.	- PROPOSED	TRANS.	- TRANSMISSION
CIP	- CAST IRON PIPE	H.G.	- HYDRAULIC GRADIENT	P.T.	- POINT OF TANGENCY	TRM	- TEMPORARY ROADWAY MATERIAL
CL	- CLEAR	H.P.	- HIGH POINT	P.V.C.	- POINT OF VERTICAL CURVATURE	TYP.	- TYPICAL
Q	- CENTERLINE	HSA	- HOLLOW STEM AUGER	P.V.R.C.	- POINT OF VERTICAL REVERSING CURVE	UG	- UNDERGROUND
CLF	- CHAIN LINK FENCE	HTL	- HIGH TIDE LINE	P.V.T.	- POINT OF VERTICAL TANGENCY	V	- VALVE
C.M.	- CONCRETE MONUMENT	INV.	- INVERT	R	- RADIUS	VAR.	- VARIABLE
CMP	- CORRUGATED METAL PIPE	IRR.	- IRRIGATION	RCEP	- REINFORCED CONCRETE ELLIPTICAL PIPE	V.C.	- VALVE COVER
CMPA	- CORRUGATED METAL PIPE ARCH	J.B.	- JUNCTION BOX	RCP	- REINFORCED CONCRETE PIPE	VCP	- VITRIFIED CLAY PIPE
CON.	- CONSTRUCTION	J.W.	- JUNCTION WELL	RCPX	- REINFORCED CONCRETE PIPE EXTRA STRENGTH	WCPX	- VITRIFIED CLAY PIPE EXTRA STRENGTH
CONC.	- CONCRETE	L	- LENGTH, LIGHTING			W	- WATER
CP	- CONCRETE PIPE	LANDSC.	- LANDSCAPING	RCSF	- REINFORCED CONCRETE SEWER PIPE	W/	- WITH
C.SW	- CONCRETE SIDEWALK	L.B.	- LAWN BASIN	RD.	- ROAD	WL	- WETLANDS
C. TO C.	- CENTER TO CENTER	LEV.	- LEVEL	RDWY.	- ROADWAY	W.M.	- WATER METER
DATR	- DETERMINED ACCORDING TO RECORDS	L.F.	- LINEAR FEET	RNDG.	- ROUNDING	WSE	- WATER SURFACE ELEVATION
DB	- DIRECT BURIAL	L.P.	- LOW POINT	RT.	- RIGHT	W.V.	- WATER VALVE
DBC	- DIRECT BURIAL CABLE	L.S.	- LUMP SUM	S.SAN.	- SANITARY	YR.	- YEAR
D.D.H.	- DELAWARE DEPARTMENT OF HIGHWAYS	LT.	- LEFT	SD	- STORM DRAIN	Δ	- CENTRAL ANGLE
DEPR.	- DEPRESSED	MAX.	- MAXIMUM	S/E	- SUPERELEVATION		
DH	- DRILL HOLE	MC	- METAL COVER	SECT.	- SECTION		
DJ	- DRAINAGE INLET	MET	- METAL	SHLD.	- SHOULDER		
D.I.P.	- DUCTILE IRON PIPE	MGR	- MODIFIED GUARDRAIL	S.H.P.	- STEEL HIGH PRESSURE		
DISTR.	- DISTRIBUTION	MHW	- MEAN HIGH WATER	SHT.	- SHEET		
DWLG.	- DWELLING (HOUSE)	MIN.	- MINIMUM	ST, ST'L.	- STEEL		
E	- EXTERNAL, ELECTRICAL	MOD.	- MODIFIED	STA.	- STATION		
E-D	- ELECTRICAL DIRECT BURIAL CABLE	NAP	- NO ASSOCIATED PIPING				



ASSAWOMAN CANAL TRAIL EXTENSION

LEGEND



DESIGNED BY

RKH

DRAWN BY:

RKH

BUILDING NO.

N/A

DATE: _____

11/30/2019

SCALE:

TO SCALE

SHEET NO. :

●

C-2

PARKS PROJECT #

ABSTRACT

ASSAWOMAN CANAL TRAIL

CIRCULAR CURVE NO. ③				
ELEMENT: CIRCULAR	STATION	NORTHING	EASTING	
PC (10006)	2+15.70	197769.8192	752205.8505	
PI (10007)	2+72.56	197718.3704	752230.0513	
CC (13000)		197761.3062	752187.7527	
PRC (10008)	2+65.00	197743.3377	752178.9201	
RADIUS:	40.0000			
DELTA:	141° 14' 23.9754" RIGHT			
DEGREE OF CURVATURE(ARC):	286° 28' 44.0312"			
LENGTH:	49.3021			
TANGENT:	56.8564			
CHORD:	37.7335			
MIDDLE ORDINATE:	13.3634			
EXTERNAL:	40.2715			
TANGENT DIRECTION:	S 25° 11' 30.0260" E			
RADIAL DIRECTION:	S 64° 48' 29.9740" W			
CHORD DIRECTION:	S 45° 25' 41.9617" W			
RADIAL DIRECTION:	N 26° 02' 53.9494" E			
TANGENT DIRECTION:	N 63° 57' 06.0506" W			

ASSAWOMAN CANAL TRAIL

CIRCULAR CURVE NO. ④				
ELEMENT: CIRCULAR	STATION	NORTHING	EASTING	
PRC (10008)	2+65.00	197743.3377	752178.9701	
PI (10009)	2+84.34	197751.8287	752161.5983	
CC (14000)		197700.2134	752157.8919	
PT (10010)	3+01.77	197745.9069	752143.1915	
RADIUS:	48.0000			
DELTA:	43° 52' 56.0425" LEFT			
DEGREE OF CURVATURE(ARC):	119° 21' 58.3463"			
LENGTH:	36.7627			
TANGENT:	19.3359			
CHORD:	35.8707			
MIDDLE ORDINATE:	3.4767			
EXTERNAL:	3.7482			
TANGENT DIRECTION:	N 63° 57' 06.0506" W			
RADIAL DIRECTION:	N 26° 02' 53.9494" E			
CHORD DIRECTION:	N 85° 53' 34.0719" W			
RADIAL DIRECTION:	N 17° 50' 02.0932" W			
TANGENT DIRECTION:	S 72° 09' 57.9068" W			

ASSAWOMAN CANAL TRAIL

CIRCULAR CURVE NO. ⑤				
ELEMENT: CIRCULAR	STATION	NORTHING	EASTING	
PC (10011)	3+22.64	197739.5146	752123.3222	
PI (10012)	3+29.09	197737.5397	752117.1837	
CC (15000)		197765.2172	752115.0532	
PT (10013)	3+35.30	197738.5519	752110.8152	
RADIUS:	27.0000			
DELTA:	26° 51' 52.1802" RIGHT			
DEGREE OF CURVATURE(ARC):	212° 12' 23.7268"			
LENGTH:	12.6596			
TANGENT:	6.4484			
CHORD:	12.5439			
MIDDLE ORDINATE:	0.7386			
EXTERNAL:	0.7593			
TANGENT DIRECTION:	S 72° 09' 57.9080" W			
RADIAL DIRECTION:	N 17° 50' 02.0920" W			
CHORD DIRECTION:	S 85° 35' 53.9982" W			
RADIAL DIRECTION:	N 9° 01' 50.0883" E			
TANGENT DIRECTION:	N 80° 58' 09.9117" W			

CIRCULAR CURVE NO. ⑥

ELEMENT: CIRCULAR	STATION	NORTHING	EASTING	
PC (10014)	3+63.11	197766.1664	752114.1293	
PI (10015)	3+69.73	197772.7422	752114.9185	
CC (16000)		197763.3646	752137.4758	
PT (10016)	3+76.02	197777.9394	752119.0237	
RADIUS:	23.5140			
DELTA:	31° 27' 39.1468" RIGHT			
DEGREE OF CURVATURE(ARC):	243° 40' 00.6987"			
LENGTH:	12.9114			
TANGENT:	6.6230			
CHORD:	12.7498			
MIDDLE ORDINATE:	0.8806			
EXTERNAL:	0.9149			
TANGENT DIRECTION:	N 08° 50' 36.4139" E			
RADIAL DIRECTION:	S 83° 09' 23.5861" E			
CHORD DIRECTION:	N 22° 34' 25.9872" E			
RADIAL DIRECTION:	S 51° 41' 44.4394" E			
TANGENT DIRECTION:	N 38° 18' 15.5606" E			

ASSAWOMAN CANAL TRAIL

CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
10000	0+00.00	0.0000'	197926.5449	752064.7258

SR-26

CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
20000	210+00.00	0.0000'	197926.5449	752064.7258
POT	215+00.00	0.0000'	197751.1153	752347.5172
20001	216+00.00	0.0000'	197722.7806	752443.4189

RIGA DRIVE

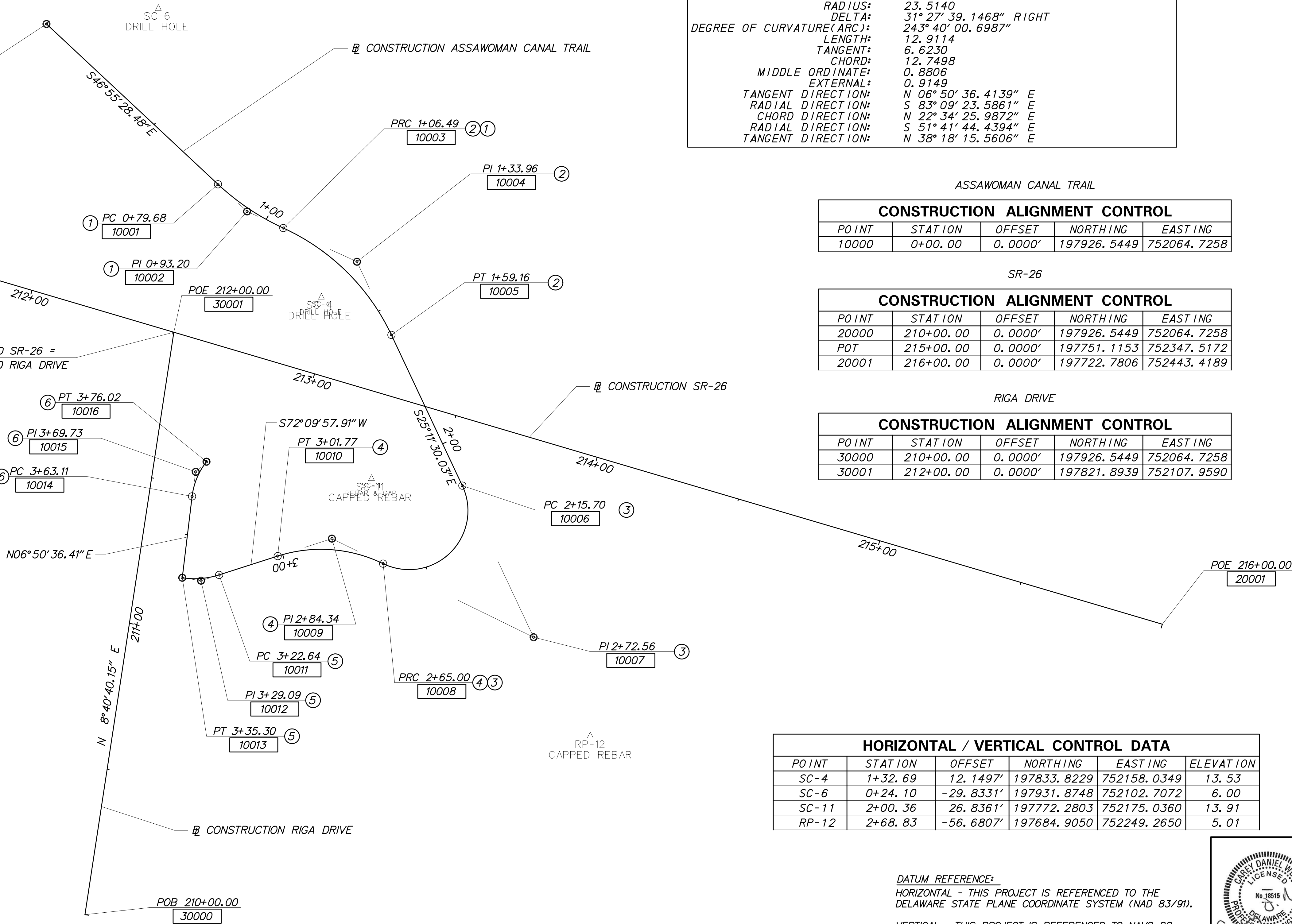
CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
30000	210+00.00	0.0000'	197926.5449	752064.7258
30001	212+00.00	0.0000'	197821.8939	752107.9590

ASSAWOMAN CANAL TRAIL

CIRCULAR CURVE NO. ①				
ELEMENT: CIRCULAR	STATION	NORTHING	EASTING	
PC (10001)	0+79.68	197872.1242	752122.9310	
PI (10002)	0+93.20	197862.8902	752132.8072	
CC (11000)		197932.7520	752179.6167	
PRC (10003)	1+06.49	197857.2680	752145.1035	
RADIUS:	83.0000			
DELTA:	18° 30' 15.7221" LEFT			
DEGREE OF CURVATURE(ARC):	69° 01' 51.8148"			
LENGTH:	26.8059			
TANGENT:	13.5207			
CHORD:	26.6895			
MIDDLE ORDINATE:	1.0798			
EXTERNAL:	1.0940			
TANGENT DIRECTION:	S 46° 55' 28.4848" E			
RADIAL DIRECTION:	S 43° 04' 31.5152" W			
CHORD DIRECTION:	S 56° 10' 36.3459" E			
RADIAL DIRECTION:	S 24° 34' 15.7930" W			
TANGENT DIRECTION:	S 65° 25' 44.2070" E			

CIRCULAR CURVE NO. ②

ELEMENT: CIRCULAR	STATION	NORTHING	EASTING	
PRC (10003)	1+06.49	197857.2680	752145.1035	
PI (10004)	1+33.96	197845.8438	752170.0895	
CC (12000)		197789.0595	752113.9169	
PT (10005)	1+59.16	197820.9831	752181.7836	
RADIUS:	75.0000			
DELTA:	40° 14' 14.1810" RIGHT			
DEGREE OF CURVATURE(ARC):	76° 23' 39.7417"			
LENGTH:	52.6705			
TANGENT:	27.4738			
CHORD:	51.5948			
MIDDLE ORDINATE:	4.5763			
EXTERNAL:	4.8737			
TANGENT DIRECTION:	S 65° 25' 44.2070" E			
RADIAL DIRECTION:	S 24° 34' 15.7930" W			
CHORD DIRECTION:	S 45° 18' 37.1165" E			
RADIAL DIRECTION:	S 64° 48' 29.9740" W			
TANGENT DIRECTION:	S 25° 11' 30.0260" E			



DATUM REFERENCE:

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM (NAD 83/91).

VERTICAL - THIS PROJECT IS REFERENCED TO NAVD 88.



BY:

DATE:

DESCRIPTION:

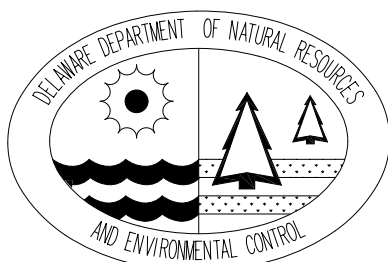
BY:

DATE:

DESCRIPTION:

ASSAWOMAN CANAL TRAIL EXTENSION

HORIZONTAL AND VERTICAL CONTROL PLAN



DESIGNED BY:

RKK

DRAWN BY:

RKK

BUILDING NO.:

N/A

DATE:

8/30/2019

SCALE:

1" = 20'

SHEET NO.:

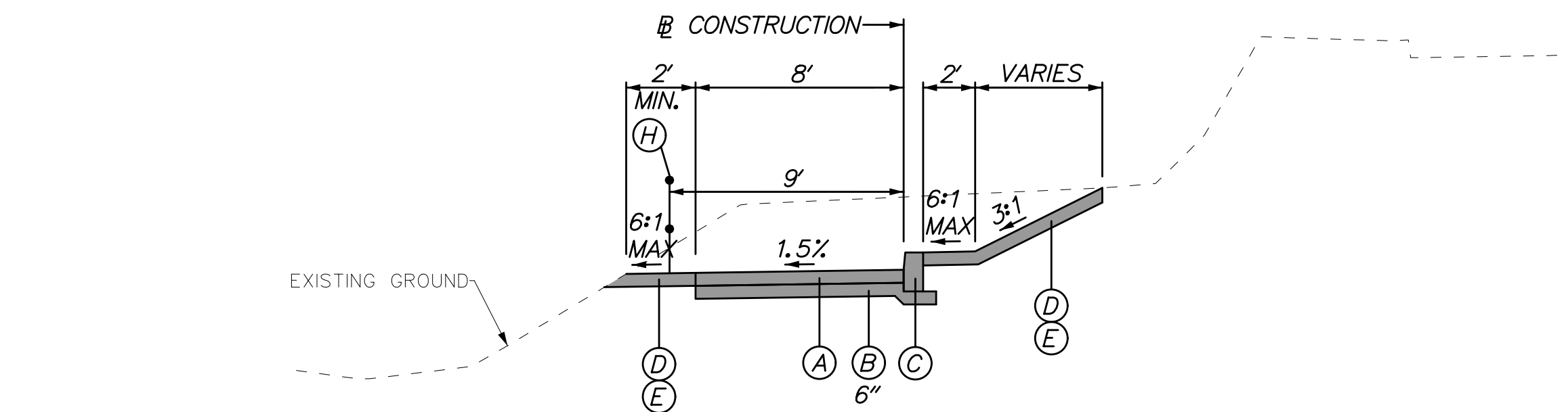
C-3

PARKS PROJECT #:

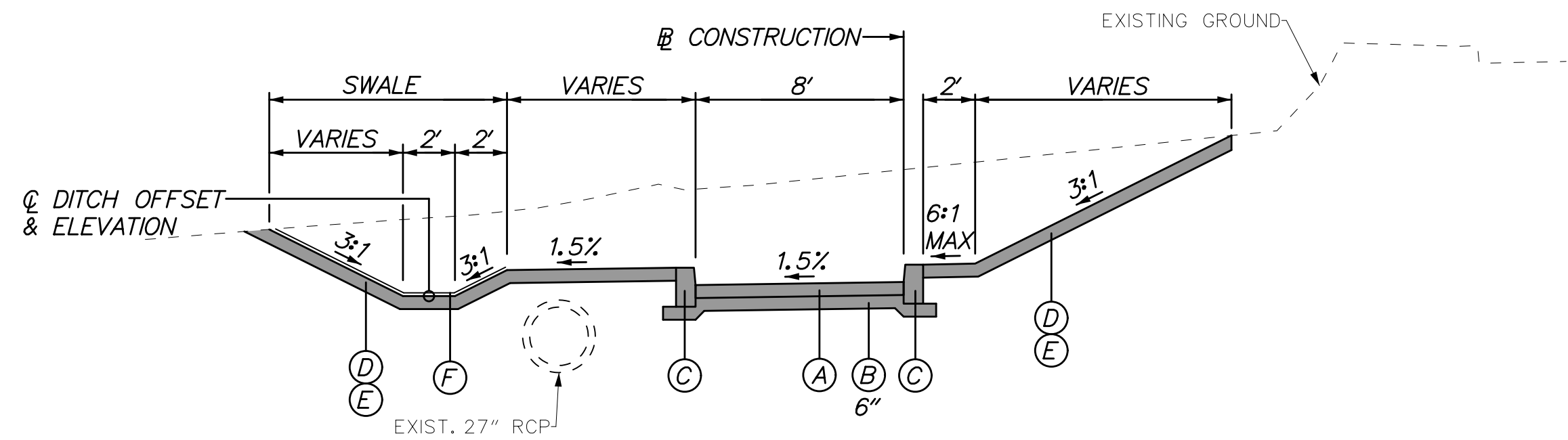
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2019-HL-200

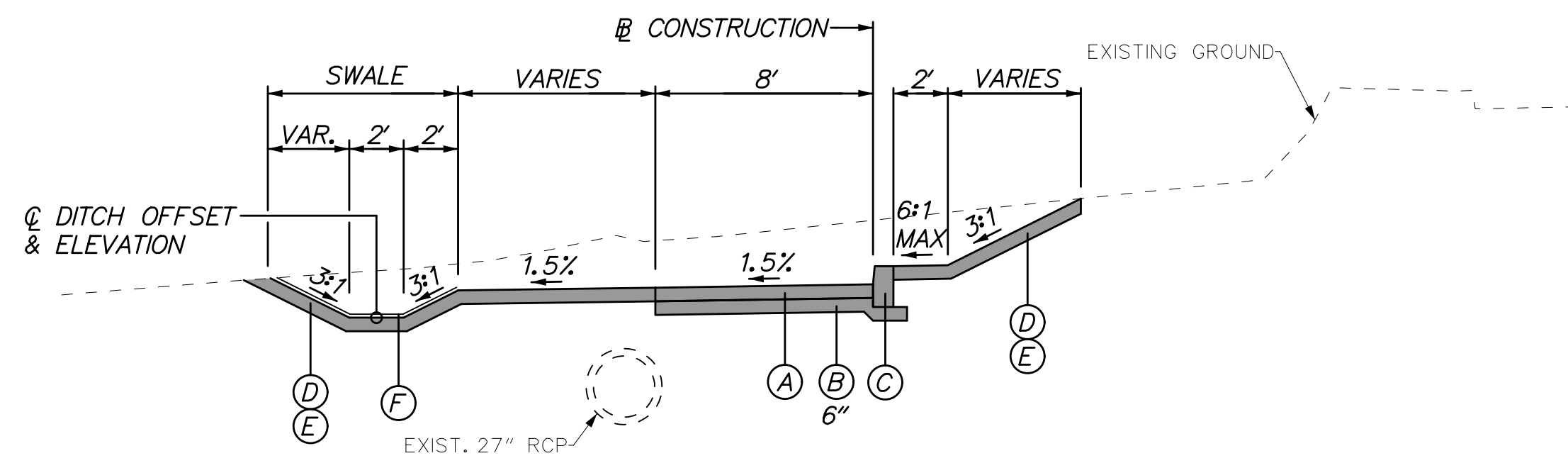
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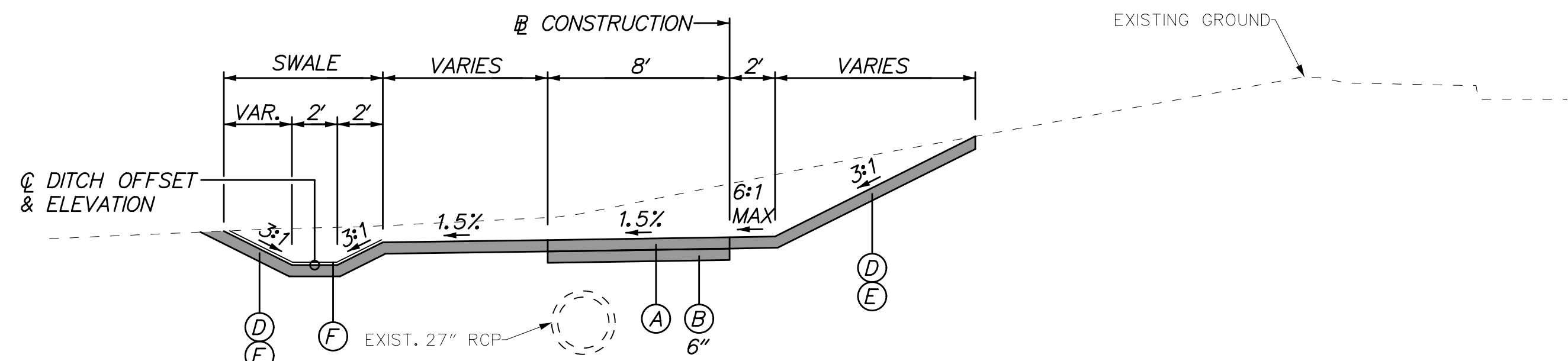
ASSAWOMAN CANAL TRAIL
STA. 1+20 TO STA. 1+59



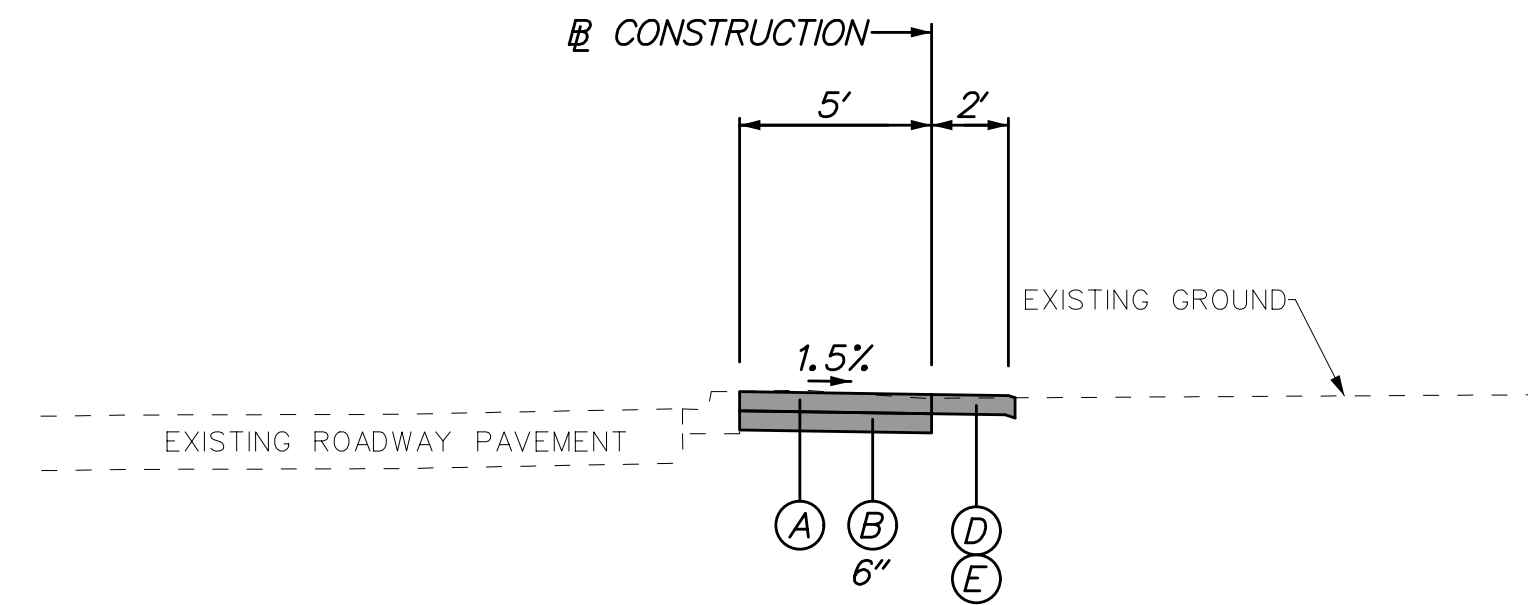
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STA. 0+97 TO STA. 1+20



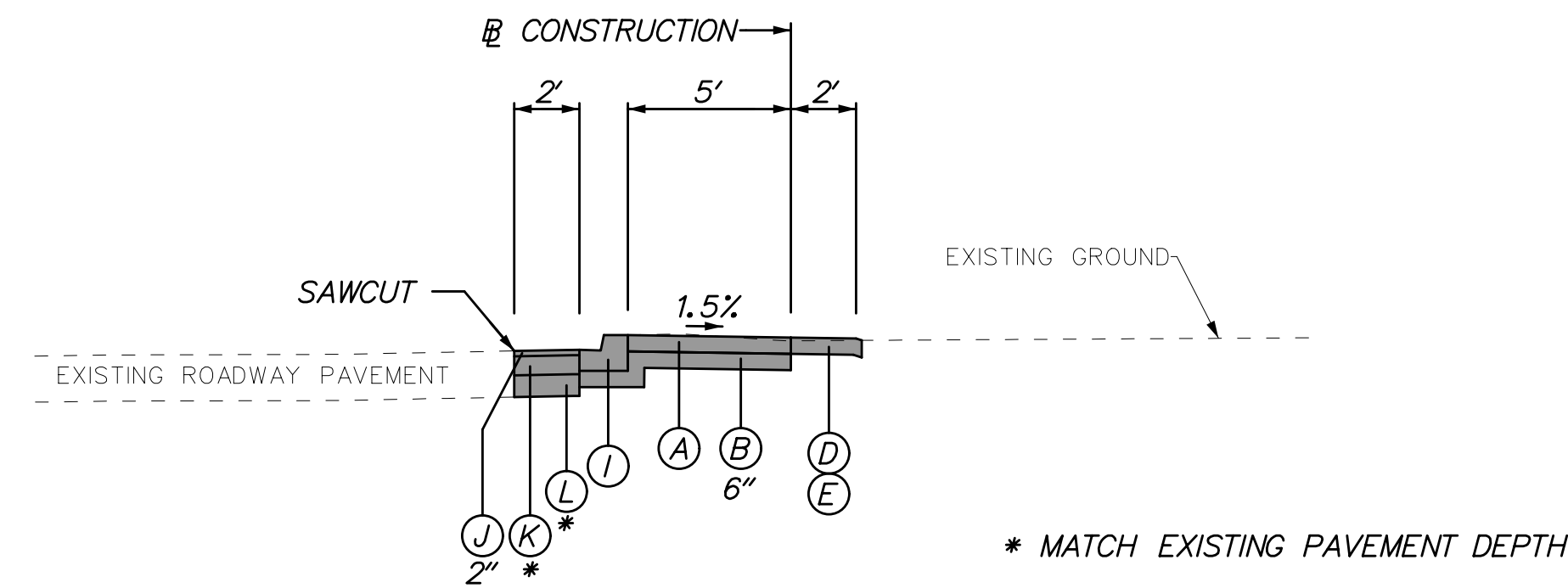
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STA. 0+80 TO STA. 0+97



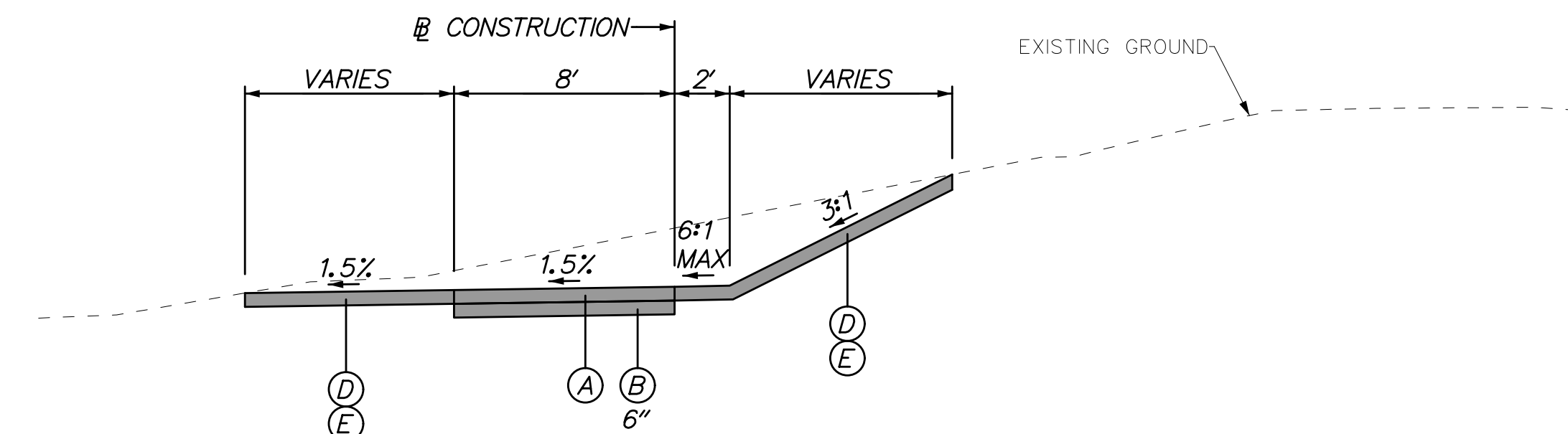
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STA. 0+20 TO STA. 0+80



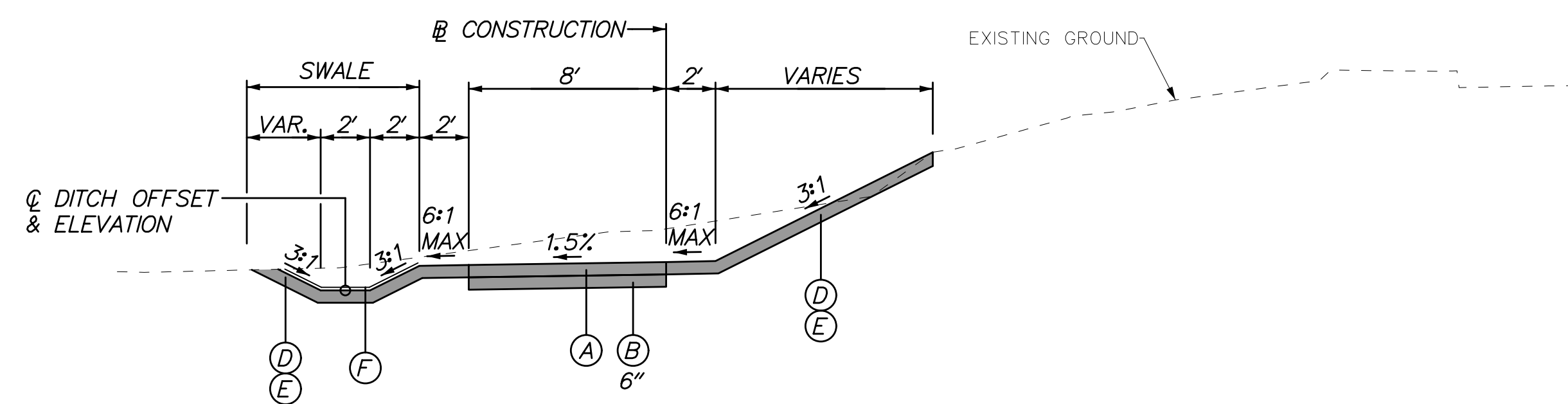
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STA. 3+60 TO STA. 3+76



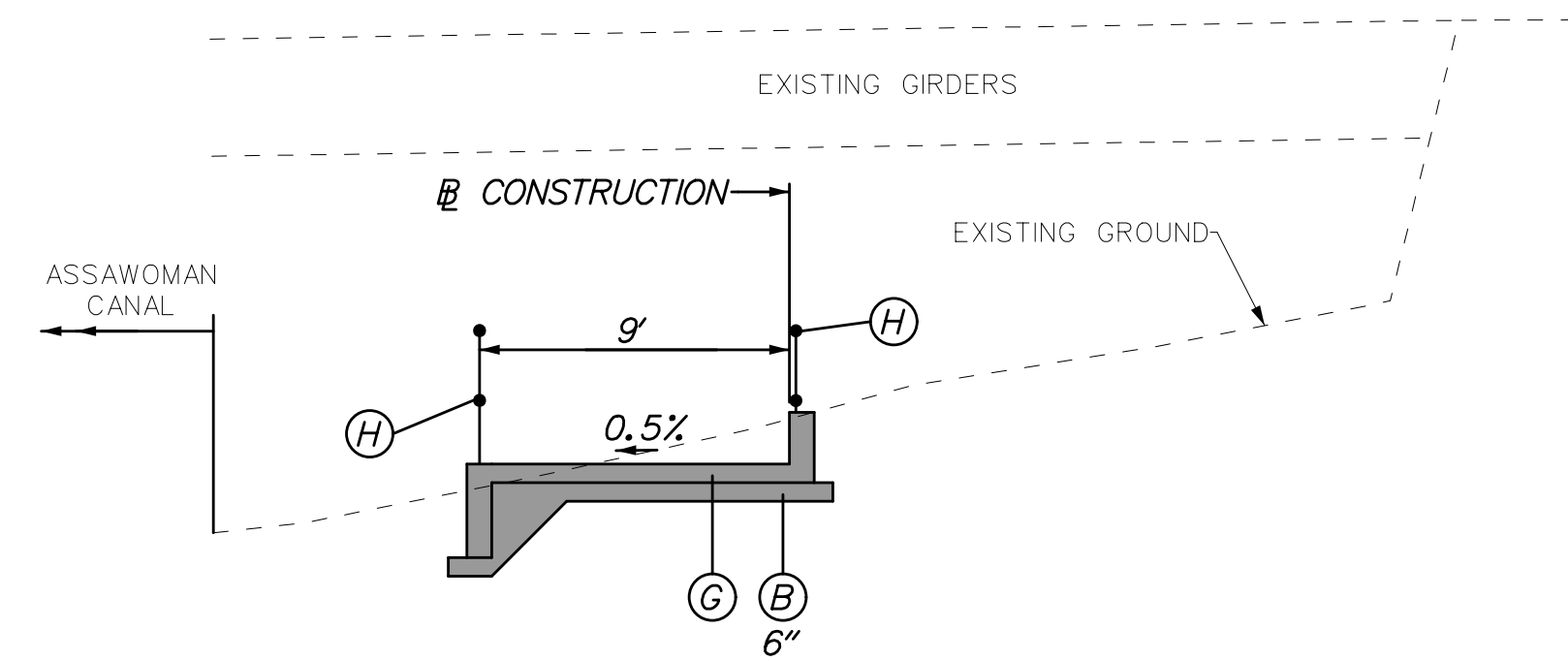
ASSAWOMAN CANAL TRAIL
STA. 3+35 TO STA. 3+60



ASSAWOMAN CANAL TRAIL
STA. 2+70 TO STA. 3+35



ASSAWOMAN CANAL TRAIL
STA. 2+50 TO STA. 2+70



ASSAWOMAN CANAL TRAIL
STA. 1+59 TO STA. 2+50

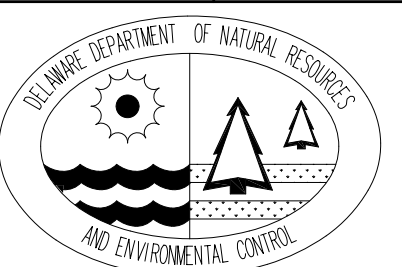
LEGEND

- (A) ITEM 705002 - PORTLAND CEMENT CONCRETE SIDEWALK, 6"
- (B) ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE B
- (C) ITEM 701013 - PORTLAND CEMENT CONCRETE CURB, TYPE 1-8
- (D) ITEM 908004 - TOPSOIL, 6" DEPTH
- (E) ITEM 908014 - PERMANENT SEEDING, DRY GROUND
- (F) ITEM 908020 - EROSION CONTROL BLANKET MULCH
- (G) CURB RETAINING WALL, MODIFIED - SEE DETAIL ON C-8
- (H) HANDRAIL - SEE DETAIL ON C-8
- (I) ITEM 701022 - INTEGRAL PORTLAND CEMENT CONCRETE CURB AND GUTTER, TYPE 3-6
- (J) ITEM 401026 - BITUMINOUS CONCRETE, SUPERPAVE TYPE C, 160 GYRATIONS PG 64-22 PATCHING
- (K) ITEM 401027 - BITUMINOUS CONCRETE, SUPERPAVE TYPE B, 160 GYRATIONS PG 64-22 PATCHING
- (L) ITEM 301002 - GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING

BY: _____
DATE: _____
DESCRIPTION: _____

ASSAWOMAN CANAL TRAIL EXTENSION

TYPICAL SECTIONS



DESIGNED BY:

RKK

DRAWN BY:

RKK

BUILDING NO.:

N/A

DATE:

8/30/2019

SCALE:

1" = 5'

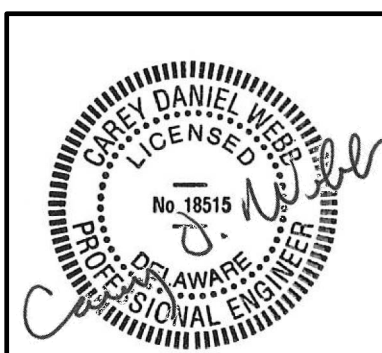
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C-4

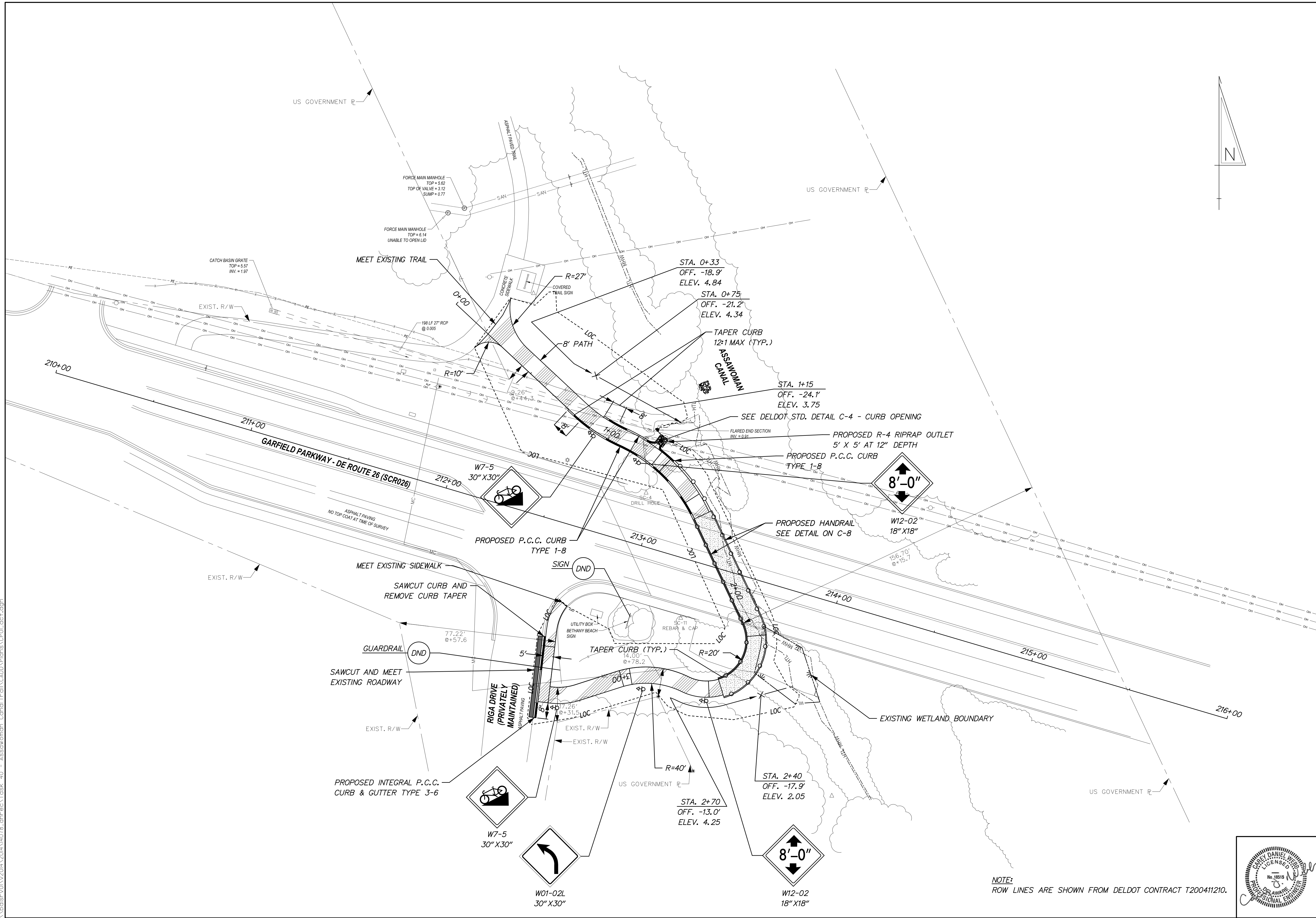
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CONTRACT #:

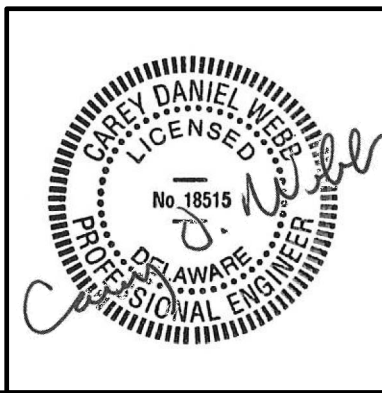
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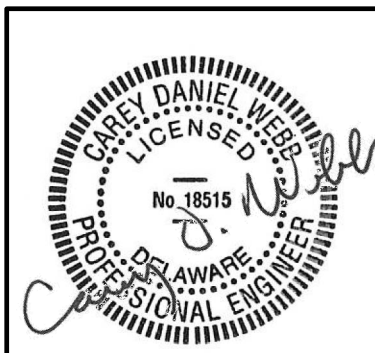
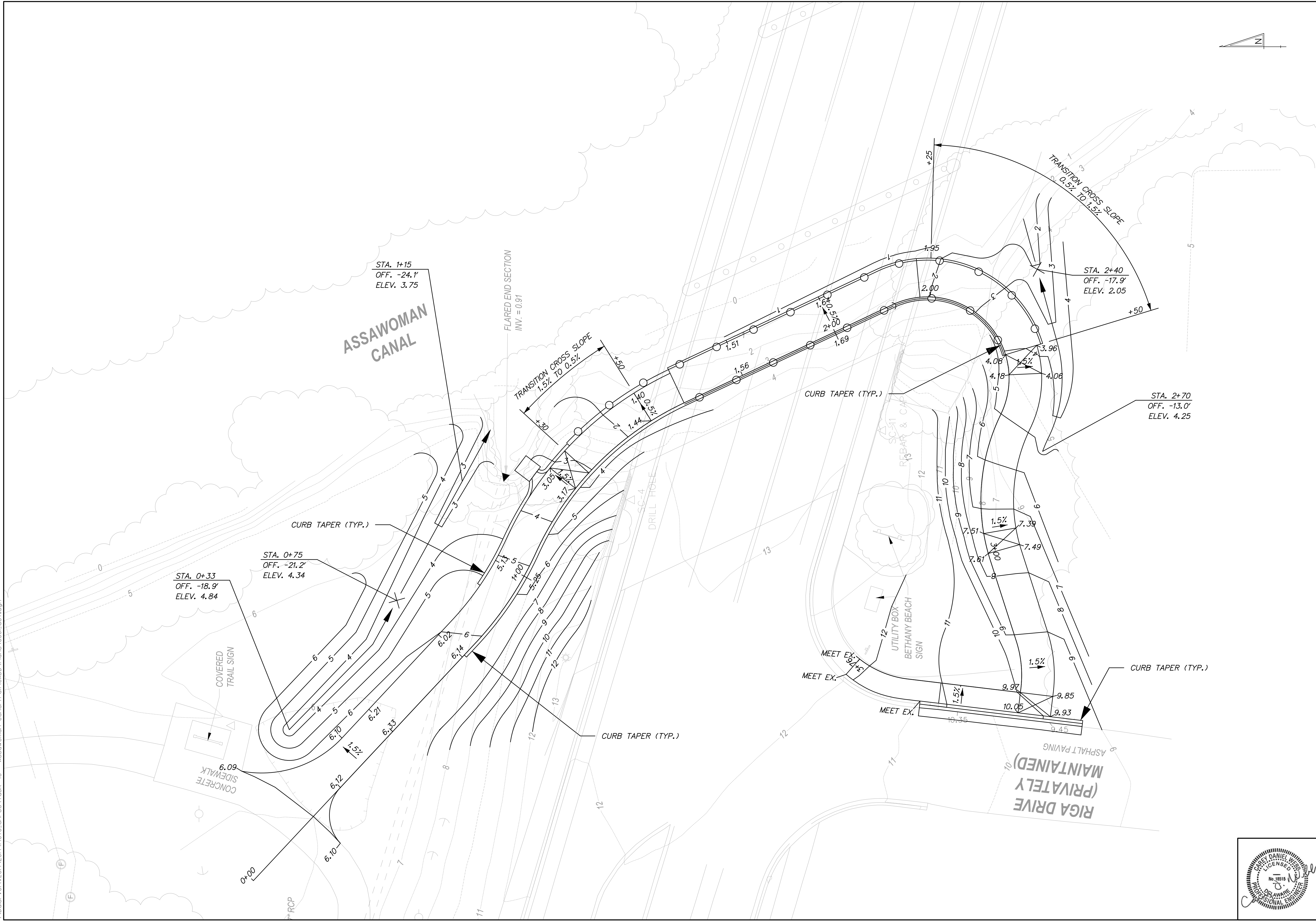


NOTE:
ROW LINES ARE SHOWN FROM DELDOT CONTRACT T200411210.



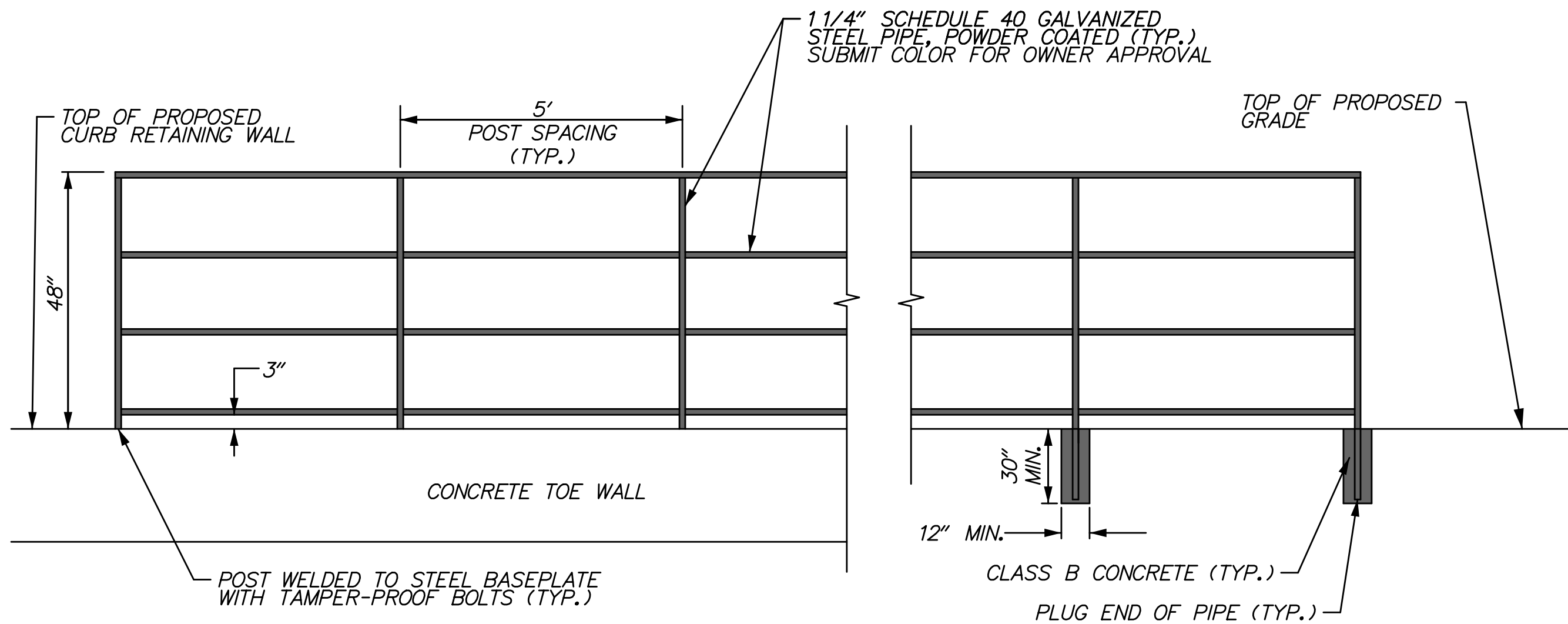
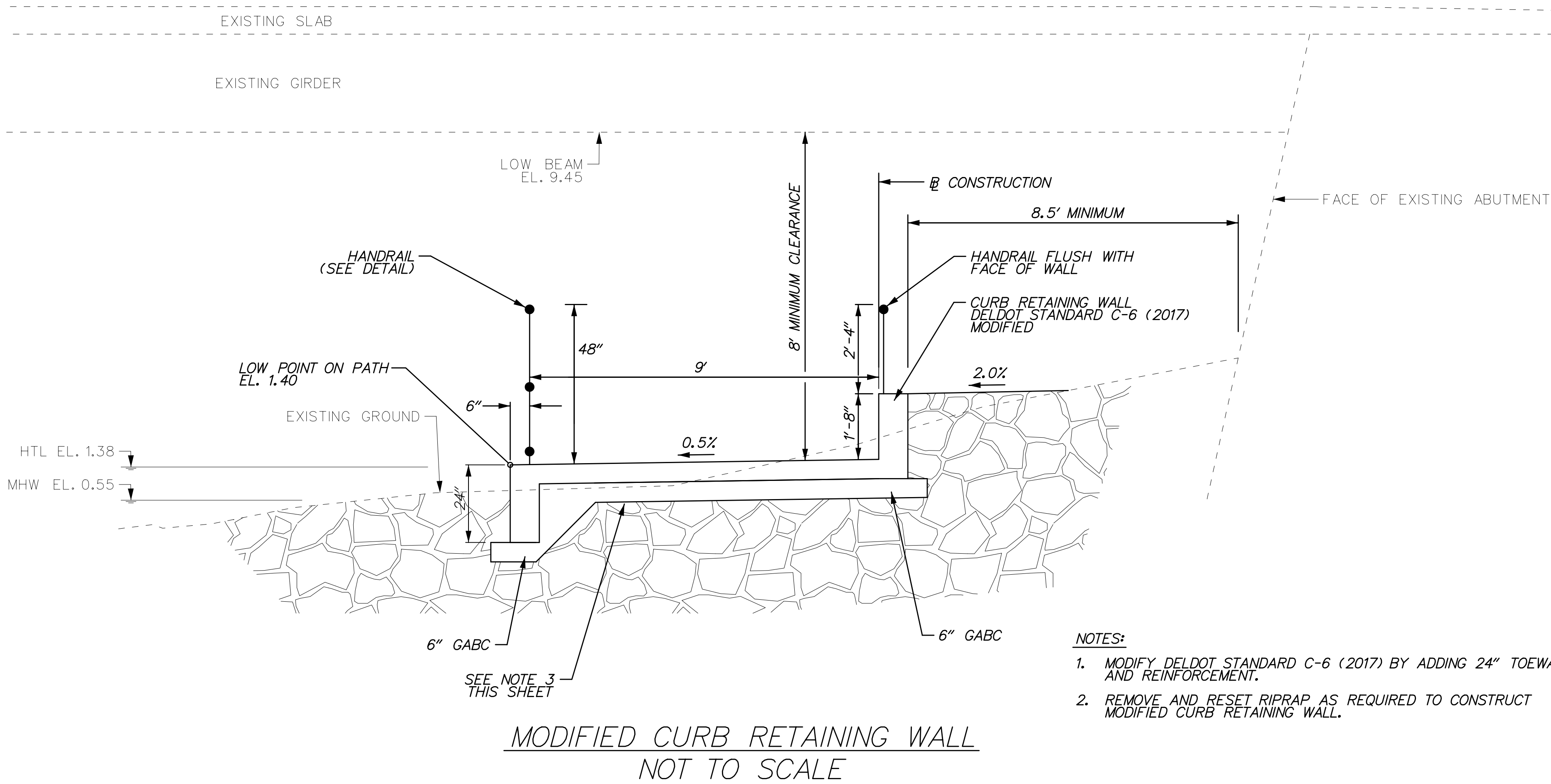
DATE:	DESCRIPTION:		BY:
	DATE:	DESCRIPTION:	BY:
ASSAWOMAN CANAL TRAIL EXTENSION			
CONSTRUCTION PLAN			
DESIGNED BY:			
RKK			
DRAWN BY:			
RKK			
BUILDING NO.:			
N/A			
DATE:			
8/30/2019			
SCALE:			
1" = 20'			
SHEET NO.:			
C-5			
PARKS PROJECT #:			
CONTRACT #:			
2019-HL-200			

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ASSAWOMAN CANAL TRAIL EXTENSION	DATE: _____		DESCRIPTION: _____		BY: _____
	DATE: _____		DESCRIPTION: _____		BY: _____
GRADING PLAN	DATE: _____		DESCRIPTION: _____		BY: _____
	DATE: _____		DESCRIPTION: _____		BY: _____
	DATE: _____		DESCRIPTION: _____		BY: _____
	DATE: _____		DESCRIPTION: _____		BY: _____
	DATE: _____		DESCRIPTION: _____		BY: _____
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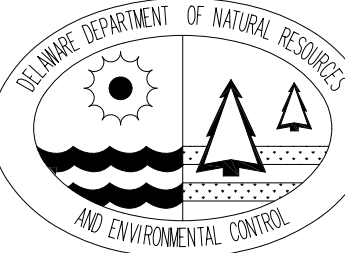


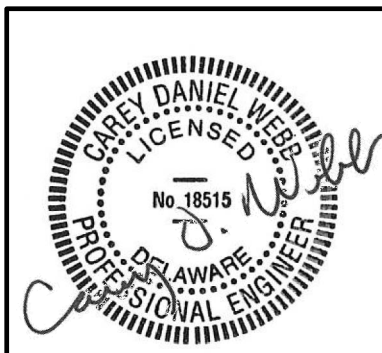
- NOTES:**
1. RAILING SHALL BE WELDED WITH ALL JOINTS GROUND SMOOTH AND FREE OF BURRS.
 2. POSTS SHALL BE PLUMB. RAILS SHALL BE PARALLEL TO GRADE. TOP OF RAIL SHALL FOLLOW GRADE TO MAINTAIN A 48" HEIGHT FROM FINISHED SURFACE TO TOP OF RAIL. REFER TO GRADING PLAN.

HANDRAIL
NOT TO SCALE

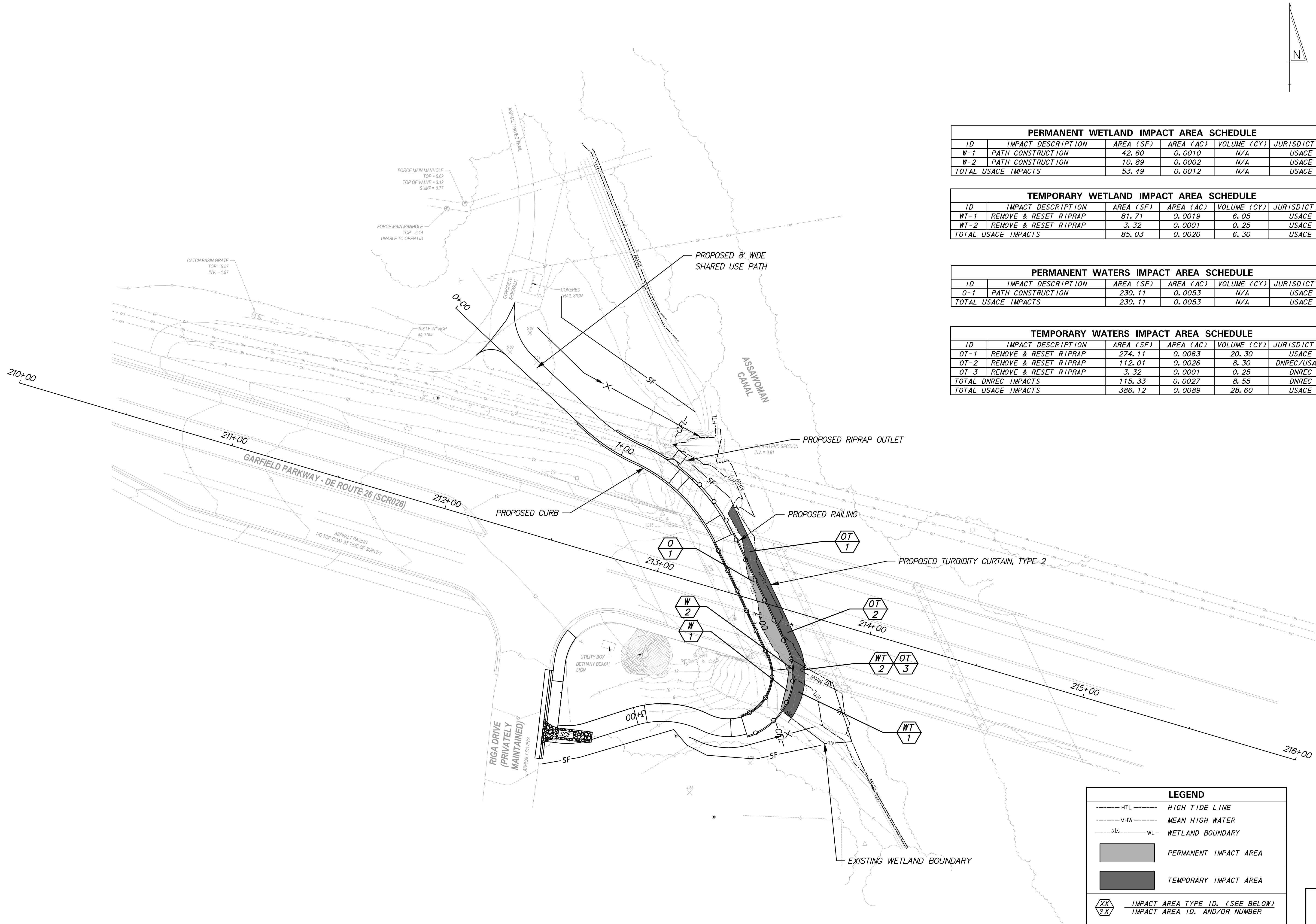
DATE:	DESCRIPTION:	BY:

ASSAWOMAN CANAL TRAIL EXTENSION	CONSTRUCTION DETAILS
---------------------------------	----------------------


DESIGNED BY: RKK
DRAWN BY: RKK
BUILDING NO.: N/A
DATE: 8/30/2019
SCALE: NOT TO SCALE
SHEET NO.: C-8
PARKS PROJECT #:
CONTRACT #: 2019-HL-200



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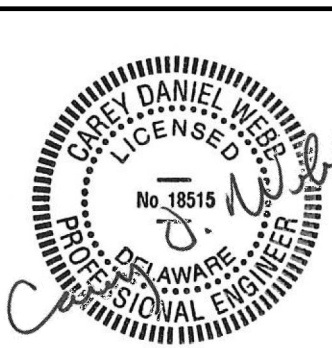
PERMANENT WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
W-1	PATH CONSTRUCTION	42.60	0.0010	N/A	USACE
W-2	PATH CONSTRUCTION	10.89	0.0002	N/A	USACE
TOTAL USACE IMPACTS		53.49	0.0012	N/A	USACE

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
WT-1	REMOVE & RESET RIPRAP	81.71	0.0019	6.05	USACE
WT-2	REMOVE & RESET RIPRAP	3.32	0.0001	0.25	USACE
TOTAL USACE IMPACTS		85.03	0.0020	6.30	USACE

PERMANENT WATERS IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
O-1	PATH CONSTRUCTION	230.11	0.0053	N/A	USACE
TOTAL USACE IMPACTS		230.11	0.0053	N/A	USACE

TEMPORARY WATERS IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
OT-1	REMOVE & RESET RIPRAP	274.11	0.0063	20.30	USACE
OT-2	REMOVE & RESET RIPRAP	112.01	0.0026	8.30	DNREC/USACE
OT-3	REMOVE & RESET RIPRAP	3.32	0.0001	0.25	DNREC
TOTAL DNREC IMPACTS		115.33	0.0027	8.55	DNREC
TOTAL USACE IMPACTS		386.12	0.0089	28.60	USACE

LEGEND	
HTL	HIGH TIDE LINE
MHW	MEAN HIGH WATER
WL	WETLAND BOUNDARY
	PERMANENT IMPACT AREA
	TEMPORARY IMPACT AREA
XX XX	IMPACT AREA TYPE ID. (SEE BELOW) IMPACT AREA ID. AND/OR NUMBER
W	WETLAND IMPACT
O	OPEN WATER IMPACT
T	TEMPORARY IMPACT



BY:

DATE:

DESCRIPTION:

ASSAWOMAN CANAL TRAIL EXTENSION

ENVIRONMENTAL COMPLIANCE PLAN

DESIGNED BY:
RKK

DRAWN BY:
RKK

BUILDING NO.:
N/A

DATE:
8/30/2019

SCALE:
1" = 20'

SHEET NO.:
EC-1

PARKS PROJECT #:

CONTRACT #:
2019-HL-200