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THE STATE OF DELAWARE



**DEPARTMENT OF TRANSPORTATION
TRANSPORTATION SOLUTIONS, BRIDGE MAINTENANCE AND CONSTRUCTION
QUANTITY ESTIMATIONS AND SPECIFICATIONS FOR
Bridge Painting, New Castle County, FY27**

CONTRACT NUMBER – T202607701

FEDERAL AID NUMBER – ESTP-2026(02)

PROJECT ID – 26-07701

COUNTY: New Castle County

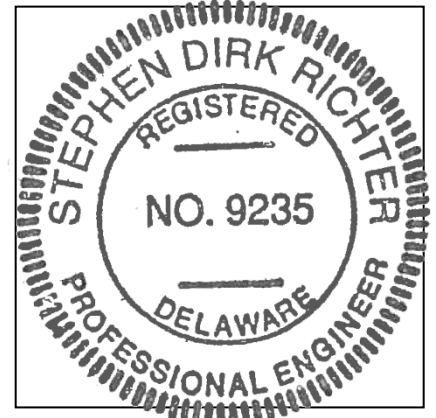
PLANS PREPARED BY: Trent Lukowski
DelDOT – Project Engineer



04/23/2026

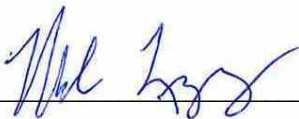
DELDOT – PROJECT MANAGER: Stephen Richter
TRANSPORTATION SOLUTIONS

DATE



THIS SEAL APPLIES TO ALL SHEETS WITHIN THIS
REPORT

APPROVED FOR ADVERTISEMENT



DIRECTOR OF TRANSPORTATION SOLUTIONS:

04/23/2026

DATE

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CONTRACT DESCRIPTION

The purpose of this contract is to clean and paint the structural steel and concrete as described in the Project Notes and the Structure Specific Notes For other contract requirements refer to the Project Notes and Structure Specific Notes. This contract includes the following bridges:

Bridge List	Location	Coordinates
BR 1-001 279	Rising Sun Ln. over Brandywine Creek	Lat: 39.76929722 Long: 75.57670000
BR 1-027P 000	Pedestrian Bridge over US13/40 at Lincoln Ave	Lat: 39.68302222 Long: 75.58791111
BR 1-155 012	Old Capitol Trail over Red Clay Creek	Lat: 39.72836944 Long: 75.63679444
BR 1-229A 011	SR2/Capitol Trail over Middle Run	Lat: 39.69432222 Long: 75.72032500
BR 1-279E 003	Christiana Bypass over Christina River	Lat: 39.65918333 Long: 75.66222222
BR 1-279W 003	Christiana Bypass over Christina River	Lat: 39.65918333 Long: 75.66222222
BR 1-640 011	SR2/Kirkwood Hwy. over Centerville Rd.	Lat: 39.73740833 Long: 75.62267778
BR 1-701 397	Ottis Chapel Rd. over I95/Delaware Turnpike	Lat: 39.64055278 Long: 75.77919722
BR 1-740 060	Ramp 6107 over I295 SB	Lat: 39.64055278 Long: 75.77919722

GENERAL NOTES

- 1) This project is to be constructed in accordance with Delaware Department of Transportation “Standard Specifications”, dated January 2026 and the Delaware Department of Transportation “Standard Construction Details”, dated 2026, including all revisions up to the date of advertisement.

2)

Erosion potential for this project	Site reviewer requirement
(X) Insignificant	None
() Minor	Contractor training program, as defined in Section 6.2 of the Delaware Sediment and Stormwater Regulations.
() Medium	Contractor training program, as defined in Section 6.2 of the Delaware Sediment and Stormwater Regulations.
() Major	Certified construction reviewer (CCR) as defined in Section 6.3 of the Delaware Sediment and Stormwater Regulations.

- 3) Electronic project files that will be made available to the Contractor include: None.
- 4) Project files that will be made available to the Contractor include: Archived Construction Plans for each bridge.
- 5) The disturbed area for this project is 0 acres. Added impervious area for this project is 0 acres.
- 6) The Contractor shall be responsible for adhering to the Construction Site Pollution Prevention Specifications as detailed in Section 3.6 of the Delaware Erosion and Sediment Control Handbook. All costs associated with adhering to the standards shall be incidental to the overall contract.

PROJECT NOTES

- 1) All steel previously coated with a protective coating shall be cleaned, repaired, and painted in accordance with 616000 – Cleaning and Painting Existing Steel.
- 2) The structural steel paint color for all bridges except BR 1-001, and BR 1-155, shall be cyan blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval prior to performing work.
- 3) The structural steel paint color for bridges BR 1-001, and BR 1-155, shall be forest green (24172) as per Aerospace Material Specification Standard 595A, the color shall be submitted for approval prior to performing work.
- 4) The perimeter of all faying surfaces shall be sealed with a paintable caulk as directed in Section 616 or the manufacturer's recommendations. Faying surfaces are described as "crevices ½ inch or less, rivets, bolts, nuts, between built-up members, interface of steel and concrete surfaces, and/or where pack rust occurs." Areas that exhibit pack rust, as directed by the engineer, shall be treated with 100% solids penetrating sealer before being sealed using a paintable caulk as directed by manufacturer's recommendations and requirements. The caulk material to be used shall be compatible with the proposed paint system and submitted for approval. Caulk shall be applied to mid-coat immediately prior to topcoat application and shall be fully cured prior to the application of topcoat. The Department will not allow caulk to be painted over prior to 48 hours cure time. Payment shall be included under Item Number 616000 – Cleaning and Painting Existing Steel.
- 5) All downspouts shall be removed, received an S.S.P.C. 10 (Near-white blast cleaning) shop painted and reinstalled. Maintain current downspout drainage with temporary pipes after removal of existing pipes. Galvanized downspouts shall be painted with a moisture cure aluminum paint system, and non-galvanized downspouts shall be painted with the steel paint system used to paint the bridge as indicated in Item No. 616000 – Cleaning and Painting Existing Steel.
- 6) Downspouts that are too corroded to blast and paint shall be replaced.
- 7) All galvanized utility or lighting conduits shall be brush painted with moisture cure aluminum paint after receiving an S.S.P.C. SP-6 (Commercial blast cleaning) finish. All non-galvanized utility or lighting conduits shall be brush painted with the steel paint system after receiving an S.S.P.C. SP-6 (Commercial blast cleaning) finish. Payment shall be included under Item Number 616000 – Cleaning and Painting Existing Steel
- 8) All exposed steel armor angles and plates outside of the travel way shall be brush painted with the steel paint system after receiving an S.S.P.C. SP-6 (Commercial Blast Cleaning) or SP-11 (Power tool clean to bare metal) finish. Containment and dust collection are required when performing these operations. Shielding the gland is required to prevent damage while cleaning. Payment shall be included under Item Number 616000 – Cleaning and Painting Existing Steel
- 9) All steel weep hole pipes that protrude from the abutments and wing walls shall receive an S.S.P.C. SP-6 (Commercial blast cleaning) and painted with the steel paint system. Payment shall be included under Item Number 616000 – Cleaning and Painting Existing Steel

- 10) If there are any dry standpipes, natural gas line conduits, or any plastic pipe conduits on the bridges, then they shall be designated as “do not disturb”. Any natural gas lines found on bridges shall be shielded during blasting operations. Payment shall be included under Item Number 616000 – Cleaning and Painting Existing Steel
- 11) Only existing features within the Limit of Construction (LOC) identified with remove by Contractor or by other methods are to be removed or disturbed.
- 12) All bearings shall be abrasive blast cleaned to an S.S.P.C. SP-10 (Near-white blast cleaning) with all visible pack rust removed. Care shall be taken when cleaning “frozen” bearings because abrasive blasting operations sometimes cause bearings to "unfreeze". All pitted areas of the structural steel shall be brush painted along with spraying when applying each coat of paint. After all bearings have been painted and cured, and all concrete has been sealed, the Contractor shall coat all bearings with a NLGI grade 2 grease that is black in color. Grease shall be either Mobil Centaur Moly grease, Shell Rhodina SDX 2 grease, or an approved equal. Bearings shall be coated from the interface between the masonry and the masonry plate to the top of the sole plate or bottom of the beam. Payment shall be included under Item Number 616000 – Cleaning and Painting Existing Steel
- 13) During cleaning operations, the Contractor shall report to the Engineer any defects in steel. These defects include, but are not limited to, loss of section, cracking, buckling, loose bolts, loose rivets, “floating” bearings, pitting bearings, cracked welds, etc.
- 14) All bridges are required to remove and dispose of existing hazardous steel coating, including air monitoring in accordance with section 616.3 of the Standard Specifications. Air monitoring requirements for paint removal will include all blasting and cleanup activities for all bridges. Payment shall be included under Item No. 616003-Testing and Disposal of Existing Hazardous Steel Coating.
- 15) All concrete surfaces as directed in the Structure Specific Notes shall be prepared and sealed as indicated in Item No. 613000 – Epoxy Concrete Sealer or 613001 – Silicone based Acrylic Concrete Sealer. Collect all dust, waste and water used or generated during surface preparation of concrete. All sealer boundaries will be a straight horizontal or vertical lines unless directed otherwise by the engineer or Structure Specific Notes. The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. Payment shall be included under Item Numbers:
 - a) 613000 – Epoxy Concrete Sealer
 - b) 613001 – Silicone-Based Acrylic Concrete Sealer.

16) Quality assurance hold points for steel coating are:

- a) Installation of containment to collect dust, waste, and water
- b) Power wash steel
- c) Steel surface chloride test
- d) Blast / surface preparation
- e) Primer
- f) Primer touch-up
- g) Primer stripe
- h) Penetrating sealer
- i) Mid-Coat stripe
- j) Full Mid-Coat
- k) Caulk
- l) Finish coat stripe/hard to reach areas
- m) Finish coat application

17) Quality assurance hold points for concrete coating are:

- a) Installation of containment to collect dust, waste, and water
- b) Power Wash/Bead blasting/SP-13 cleaning
- c) Concrete sealer

18) Any exposed rebar or ties, including under deck, shall be brush blasted, primed and covered with ¼" thick epoxy mastic in accordance with Special Provision Item Number 628507 – Shallow Overhead Concrete Spall Repair.

19) All bridge scuppers shall be cleaned. Payment shall be under Special Provision Item Number 601503 – Cleaning Bridge Scuppers

20) The Contractor and the engineer shall inventory all existing signs within the contract limits before work begins. Maintain necessary traffic signs to prevent damage and ensure the integrity of the signs during construction and store all other signs. Reinstall stored signs to their original locations at the end of the project. The Contractor is responsible for any loss of, or damage to, stored signs throughout the duration of the project. Any damaged signs must be replaced in kind, to the satisfaction of the engineer and at no cost to the Department. Payment shall be included under Item Number 616000 – Cleaning and Painting Existing Steel

21) Remove trash, rubbish, debris and vegetation on slope paving, 15 feet outside the slope paving/wingwalls, and sidewalks of each structure as described in section 616 of the Standard Specifications. Vegetation that qualifies as tree removal will be paid under appropriate item number. Payment shall be included under Item Numbers:

- a) 201000 – Clearing and Grubbing
- b) 211500 – Tree Removal, 6" to 15"

- 22) No environmental permits are required for this work provided no jurisdictional wetlands or waters are impacted. Per State and Federal regulations, no discharge is permitted into waterways, wetlands, or lands adjacent to any bridge within this contract.
- 23) The Contractor may store the equipment needed for this project at a pre-approved area or in the nearest State of Delaware maintenance yard. The Contractor must remove equipment as directed by the engineer when the district deems it necessary. Areas in which the soil and vegetation have been damaged from equipment during this contract, shall be repaired with top-soil, seed, and mulch in accordance with Section 908 at no additional cost to the Department. If the Contractor wishes to store equipment in the DelDOT maintenance yard, an agreement will have to be executed between the Department and the Contractor. A generic copy of this agreement is attached with the bidding documents. The Contractor may not store any equipment in a DelDOT maintenance yard until the agreement is finalized by the Department.
- 24) Proper erosion and sediment control measures as determined by the engineer shall be installed in all staging areas. All areas used by the Contractor for staging operations shall be fully restored by the Contractor upon completion of the project. If the staging area is paved, it shall be restored to its original condition. If the staging area is unpaved, it shall be re-graded, top soiled, seeded and mulched in accordance with Standard Specification Section 908. The seed shall adhere to the specifications for item 908014 - Permanent Grass Seeding, Dry Ground. All costs associated with installing E&S controls and the restoration of the staging area shall be at no additional cost to the Department. If the engineer determines that a satisfactory stand of grass does not exist at the time of final inspection, all costs associated with re-establishing a satisfactory stand of grass shall be at the Contractor's expense. No staging and/or stockpiling shall take place in wetland or archaeological sensitive upland areas.
- 25) Any staging and/or stockpile area(s) outside the project's limit of construction (LOC) that individually or cumulatively are larger than 10,000 square feet, must be approved by DelDOT's Archaeologist. Contact the Engineer who will coordinate with DelDOT's Archaeologist. Within 30 days, DelDOT will;
- a) Approve the use of the proposed staging and stockpile area(s);
 - b) Reject the request; or
 - c) Perform an archaeological survey to determine whether to approve or reject the request, which may take up to 3 months. If an archaeological survey is necessary, DelDOT or a consultant on its behalf will undertake survey.
- 26) The Contractor shall have an approved E&S plan for staging and stockpiling. When staging outside of DelDOT Right of Way (R/W) or property, the Contractor must attain an agreement from the property owner and approval from appropriate delegating agency.
- 27) No more than 3 bridges may be in containment at a time. The Contractor must have a crew working at each location with containment in place.

- 28) It is the expectation that the Contractor will have the roadway at each location completed in a timely manner. The Contractor shall provide estimated time durations for each location which will be subject to approval by the engineer. Any extension of the time frame must be submitted for approval. The time frame shall not be extended without approval by the engineer.
- 29) Road User Cost (RUC) will be assessed for failure to open project to unrestricted highway traffic on time. The Contract Proposal provides Road User Cost General Description for each location. Assessment of RUC will be made through Item Number 763525 – Road User Cost.
- 30) All utility pipes, conduits, lighting, junction boxes, etc. shall be shielded during all cleaning and painting activities.

STRUCTURE SPECIFIC NOTESBR 1-001

- 1) BR 1-001 carries Rising Sun Road over Brandywine Creek.
- 2) Painting at this location shall be under full detour of Rising Sun Road. Detour plans are provided by the department, and duration of the detour shall not exceed 45 days.
- 3) Maintain access to DuPont Experimental Station and Walker's Mill entrances at all times.
- 4) No pedestrian detour or access is required at this location.
- 5) Time of year restriction for detour and painting is between June 15th to August 15th when local schools are not in session. Tower Hill School and A.I. Dupont Middle School are south of this location along Kennet Pike (SR 52).
- 6) Structural steel paint color shall be forest-green (24172) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
- 7) All surfaces of steel shall be cleaned and painted, including interior of truss members, lattice work, and rail. The interior of sealed steel tubing shall not be painted.
- 8) All gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.
- 9) Remove existing steel access ladder then fabricate and install a new steel access ladder near the north abutment in kind. Payment shall be included under item number 211000 – Removal of Structures and Obstructions & 615001 – Steel Structures.
- 10) There is no concrete sealing required at this location.
- 11) Bronze plaque shall be protected and not be painted.
- 12) Staging shall take place on the road within the detour as seen in the Staging Plans
- 13) Weight limits shall be enforced. The design load for this bridge is 41.04 tons as per the DelDOT Bridge Load Rating Manual.
- 14) No night work shall be permitted at this location. Night work is defined as hours between 9pm to 7am per New Castle County code 22.02.008.

BR 1-027P

- 1) Bridge 1-027P is a pedestrian bridge over US 13/40 (North DuPont Highway) at Lincoln Avenue.
- 2) Painting at this location shall be completed using rapid deployment due to low clearance over US 13/40. Payment for rapid deployment shall be considered incidental to Item Number 616000 – Cleaning and Painting Existing Steel. Shoulder and lane closures on US13/40 shall follow TA-21A, TA-33, and TA-37 of the DE MUTCD. Allowable lane closure hours are specified in Allowable Lane Closures Times and Traffic Control Table. Pedestrian access must be maintained at all times.
- 3) Contactor shall coordinate with Wilmington University, Wilmington Manor Fire Company, Speedway, and Airport News & Tobacco. Access to these locations shall be maintained at all times.
- 4) A nightwork study was conducted by the Department on 01/15/2026. Nightwork is permitted for this location.
- 5) Structural steel girders, stay in place forms, stairs, sidewalk cover plates and joint armor angles above joint material shall be painted cyan blue (#25183) as per Aerospace Material Specification standard 595A. The color shall be submitted for approval. Chain link fence and handrails shall be left unpainted.
- 6) All piers, pier caps, bearing seat and overhang soffit /facia shall be prepared and sealed with Silicone based Acrylic Concrete Sealer. The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A.
- 7) Remaining green paint on concrete deck / sidewalk shall be removed and deck sealed with item 613002, Silane Based Concrete Sealer. Maintain pedestrian access same as when painting steel stairs.
- 8) There is no viable pedestrian detour for this bridge. When painting steel on the stairs and bridge itself, the contractor will be responsible for setting up a containment system that only covers half of the stairway and bridge at a time. A 4-foot path must be maintained at all times. The stairway must be cleaned and painted using hand tools. This will be considered incidental to Item No. 616000 – Cleaning and Painting Existing Steel
- 9) There are traffic signals mounted to the bridge's beams over southbound US 13. These traffic signals cannot be impacted and must stay fully visible and operational at all times. The containment system may not block the signal in any way. The area around the signals will need to be cleaned and painted using hand tools. This will be considered incidental to Item No. 616000 – Cleaning and Painting Existing Steel
- 10) Staging shall take place in the grass on the east side of US 13 as seen in the Staging Plans.

- 11) Contractor is advised there is a pedestrian improvement project on-going in the US 13/40 corridor. Contract T201601102, US 13, US 40 to Memorial Drive Pedestrian Improvements. This project has several phases beginning in 2020 and scheduled to be completed in 2028. Contractors shall coordinate to avoid conflicts.

BR 1-155

- 1) BR 1-155 carries Old Capitol Trail over Red Clay Creek.
- 2) Painting at this location shall be under full detour of Old Capitol Trail, with Type II Channelizing Ped Barricades in the roadway. The detour is in the plans, and the duration of the detour shall not exceed 30 days.
- 3) Contactor shall coordinate with businesses along Old Capitol Trail and access to these locations shall be maintained at all times.
- 4) Contract T202104102, Old Capitol Trail, Newport Road to Stanton Road, is in the planning stages. If both contracts are in construction, Contractors shall coordinate to avoid conflicts.
- 5) No night work shall be permitted at this location. Night work is defined as hours between 9pm to 7am per New Castle County code 22.02.008.
- 6) Structural steel girders, floor beams, stringers, diaphragms, handrail and all other steel shall be painted forest-green (#24172) as per Aerospace Material Specification standard 595A. The color shall be submitted for approval.
- 7) Painting shall include sidewalk support brackets along both sides of bridge. Paint top of steel support bracket by removing the timber sidewalk and timber nailer. Replace timber nailer and galvanized nails in kind. Reinstall existing timber sidewalk deck boards using new nail hole location and fill existing unused nail holes with epoxy wood filler. This work shall be considered incidental under Item No. 616000 – Cleaning and Painting Existing Steel.
- 8) All concrete surfaces including curb lines, barrier and pillars shall be prepared and overcoat sealed with Epoxy Concrete Sealer. The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. Concrete not previously coated will remain uncoated.

- 9) Clean and prepare all crevasses where girders and stiffeners pass through concrete deck/curb. Once clean, apply silane-based concrete sealer to entire curb and deck in accordance with Sections 613 and 1045.3 of the Standard Specifications. The silane should be applied per rate specified by the manufacturer in the product data sheet and should be applied to completely cover and seal the surface to which it is applied. Promptly remove any excess material from the concrete surface. After 24 hours, seal cracks and crevasses with methacrylate concrete sealer in accordance with Sections 628 and 1045.5 of the Standard Specifications. All cracks/crevasses/joints should be sealed until refusal where sealer is visible at top of the void, completely filling and bonding the void to keep moisture out and protecting the concrete. If the sealer is not visible at the top of the void, repeat the sealing process. After methacrylate has cured, caulk the crevasse at curb line and below deck. This work will be paid for under Item Numbers:
- a. 613002 – Silane Based Concrete Sealer (SF)
 - b. 628011 – Crack Sealing Bridge Decks, Approach Slabs, Sidewalks, ETC. (LF)
- 10) Hot pour seal around edges of plug joints at ends of bridge in accordance with Item No. 504001 – PCC Crack and Joint Sealing less than ¾" Wide.
- 11) Staging shall take place within the detour as shown in the Staging Plans. Pedestrian access must be maintained. This work will be paid for under Item Numbers:
- a. 813002 – Channelizing Pedestrian Barricade System (LFDY)

BR 1-229A

- 1) BR 1-229A carries SR2/Capitol Trail over Middle Run.
- 2) Painting at this location shall be completed under weekend lane closures of the westbound right lane of SR2/Capitol Trail using TA-23 of the DE MUTCD as directed by the Engineer. Allowable lane closure hours are specified in Allowable Lane Closures Times and Traffic Control Table.
- 3) There are steel channels spanning length of bridge under eastbound lanes. The steel channels run between the third and fourth beam lines. These channels are to be removed prior to painting. Plug empty bolt holes with galvanized steel bolts and washers. This will be paid for under Item Number 211000 – Removal of Structures and Obstructions.
- 4) A nightwork study was conducted by the Department on 01/15/2026. Nightwork is permitted on this contract for this location.
- 5) The Department has coordinated with DART about bus stop west of the bridge across from Possum Park Apartments. This bus stop will be closed when the westbound right lane of SR2 is closed. Pick up and drop off points for riders that normally use this bus stop will be diverted to the bus stop adjacent to Old Possum Park Road intersection.
- 6) The structural steel paint color shall be cyan blue (#25183) as per Aerospace Material Specification standard 595A. The color shall be submitted for approval. For beams adjacent to concrete arch, specialty equipment and inspection techniques shall be needed due to limited access and are incidental to item 616000.
- 7) All wingwall, concrete rails, abutment bearing seats, backwalls, overhang soffit and fascia shall be prepared and sealed with Silicone based Acrylic Concrete Sealer. The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. Concrete arch does not require sealing.
- 8) Crack between arch spandrel wall and steel supported deck shall be sealed by epoxy injection. Specialty equipment and inspection techniques shall be needed due to limited access. If crack is too narrow to inject, seal with epoxy mastic. This shall be paid for under item 628001 – Repair of Concrete Structures By Epoxy Injection (LF).
- 9) Staging shall take place in SB right lane just beyond the bridge as shown in the Staging Plans.



BR 1-229A (Steel channels to be removed)

BR 1-279 E&W

- 1) BR 1-279E carries eastbound traffic and BR 1-279W carries westbound traffic on SR273/Christiana Bypass over the Christina River.
- 2) Painting at this location shall be completed using lane closures of SR 273 following TA-3A and TA-33 of the DE MUTCD as directed by the Engineer. Allowable lane closure hours are specified in Allowable Lane Closures Times and Traffic Control Table.
- 3) The structural steel paint color shall be cyan blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval. Steel is type W and shall be cleaned and painted due to excess weathering in damp location over swamp and water.
- 4) All concrete surfaces including piers, caps, abutments, bearing seats, barrier and overhang soffit/facia shall be prepared and sealed with Silicone based Acrylic Concrete Sealer. The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A.
- 5) Workers shall not park personal vehicles at this location. Contractor shall supply a shuttle service that brings workers to and from the work site. This shall be considered incidental to Item Number 616000 – Cleaning and Painting Existing Steel.
- 6) Staging shall take place within the lane closure as shown in the Staging Plans and equipment may not remain on the site outside of work hours. Equipment shall be brought in at the start of work hours, and the lane must be clear and open to traffic by the end of work hours.
- 7) Storage of equipment during non-work hours shall take place in the grass area to the northwest of BR 1-328, SR1 over Christiana Rd as shown in the Staging Plans. The Contractor shall return staging and storage areas to its original condition with topsoil, seed and mulch. No equipment or construction debris shall remain after BR 1-279E&W is completed.

BR 1-640

- 1) BR 1-640 carries Kirkwood Hwy/SR2 over Centerville Road.
- 2) Painting at this location takes place in the spring and summer months (April 1st to November 15th) and shall be completed using rapid deployment due to low clearance over Centerville Road. Payment for rapid deployment shall be considered incidental to Item Number 616000 – Cleaning and Painting Existing Steel. Shoulder and lane closures on Centerville Road shall follow TA-3, TA-11B, TA-21A, and TA-27 of the DE MUTCD. Painting of barriers on Kirkwood Highway shall be completed using TA-3A of the DE MUTCD. Allowable lane closure hours are specified in Allowable Lane Closures Times and Traffic Control Table.
- 3) The structural steel paint color shall be cyan blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
- 4) All concrete surfaces shall be prepared and sealed with Silicone based Acrylic Concrete Sealer including all faces of barrier, wingwalls, abutments, deck overhang soffit/facia. Gutters along wing walls and slope below abutment shall not be painted. The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A.
- 5) All bird spikes along abutments and steel beams shall be removed prior to painting. Once complete, place new spikes in same locations. Spikes shall be manufactured by Bird-X or approved equal, stainless steel and sized to cover the entire ledge following manufactures spacing guidelines. Affix the spikes per manufactures' recommendations. Payment shall be under Item Number 763623 – Netting Migratory Bird Exclusion
- 6) Staging shall take place in the grass area to the northwest of the structure as shown in the Staging Plans. The Contractor shall return the stage area to its original condition with topsoil, seed and mulch. No equipment or construction debris shall remain after BR 1-640 is completed.

BR 1-701

- 1) BR 1-701 carries Otts Chapel Road over I-95 Delaware Turnpike.
- 2) Painting at this location shall be completed using rapid deployment due to low clearance over I-95. Payment for rapid deployment shall be considered incidental to Item Number 616000 – Cleaning and Painting Existing Steel. Shoulder and lane closures on I-95 shall follow TA-33 and TA-37 of the DE MUTCD. Painting of barriers on Otts Chapel Road shall be completed using TA-10 of the DE MUTCD. Allowable lane closure hours are specified in Allowable Lane Closures Times and Traffic Control Table.
- 3) Structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. Color shall be submitted for approval.
- 4) All concrete surfaces including barrier, piers, caps, abutments, bearing seats and overhang soffit/facia shall be prepared and sealed with Silicone based Acrylic Concrete Sealer. The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. Concrete previously coated shall be cleaned using bead blasting to receive S.S.P.C SP-13 (Concrete) finish. Containment shall be in place during concrete surface preparation to contain dust and waste. This is a modification to Section 613.3.B. Payment shall be included under Item No. 613001.
- 5) Contractor shall obtain a permit from Maryland DOT due to the double lane closure in the NB direction will put them over the MD line. Payment shall be considered incidental to Item Number 801000 – Maintenance of Traffic.
- 6) Staging shall take place in the median of I-95 as shown in the Staging Plans. The “No U-Turn” sign on the left shoulder of the southbound lane of I-95 must remain visible at all times. The Contractor shall return the stage area to its original condition with topsoil, seed and mulch. No equipment or construction debris shall remain after BR 1-701 is completed.

BR 1-740

- 1) BR 1-740 carries Ramp 6107 (I-495SB to I-295NB) over I-295 southbound.
- 2) Painting at this location shall be completed using rapid deployment due to low clearance over I-295. Payment for rapid deployment shall be considered incidental to Item Number 616000 – Cleaning and Painting Existing Steel. Shoulder and lane closures on I-295 shall follow TA-33 and TA-37 of the DE MUTCD. Painting of barriers on Ramp 6107 shall be completed using TA-33 of the DE MUTCD. Allowable lane closure hours are specified in Allowable Lane Closures Times and Traffic Control Table.
- 3) The structural steel paint color shall be cyan blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
- 4) All concrete surfaces including barrier, piers, caps, abutments, bearing seats and overhang soffit/facia shall be prepared and sealed with Silicone based Acrylic Concrete Sealer The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. Concrete previously coated shall be cleaned using bead blasting to receive S.S.P.C SP-13 (Concrete) finish. Containment shall be in place during concrete surface preparation to contain dust and waste. This is a modification to Section 613.3.B. Payment shall be included under Item No. 613001.
- 5) Staging shall take place on the top of bridge approach within the lane closure as shown in the Staging Plans.

MAINTENANCE OF TRAFFIC NOTES

- 1) Detour plans and DE MUTCD TAs to be used in painting operations have been provided by the Department. Providing, installing, maintaining and removing all detour and MOT devices will be the responsibility of the Contractor. If the Contractor elects to deviate from plans provided, the Contractor shall be responsible for preparing Traffic Control Plans in accordance with the Standard Specification Section 104.8 Maintaining Traffic, for approval by the engineer. Any alternative Traffic Control Plans prepared by the Contractor shall be signed and sealed by a professional engineer registered in the State of Delaware. This work will be paid for under the following Item Nos.
 - a. 801000 – Maintenance of Traffic
 - b. 802003 – Arrow Panels Type C
 - c. 803001 – Provide and Maintain Portable Changeable Message Sign
 - d. 804001 – Provide and Maintain Portable Light Assembly
 - e. 805001 – Plastic Drums
 - f. 806500 – Traffic Officers
 - g. 808002 – Provide and Maintain Truck Mounted Attenuator, Type II
 - h. 810001 – Temporary Warning Signs and Plaques
 - i. 811001 – Flagger, New Castle County
 - j. 811013 – Flagger, New Castle County, Overtime
 - k. 813001 – Temporary Barricades, Type III
 - l. 813002 – Temporary Barricades, Pedestrian, Type II
- 2) Traffic control on bridges shall be executed in accordance with the DE MUTCD TAs (Typical Applications) outlined in the Allowable Lane Closure Times and Traffic Control Table.
- 3) 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.
- 4) PCMSs shall be placed at each bridge location, 10 days prior to containment set up and 5 days after to notify drivers of the lane/shoulder closure or detour and impending construction activity. The message and location shall include the dates and times of the lane/shoulder closures and how long the closures will be necessary. The message shall be approved by the District Safety Officer. Payment incidental to Item No. 803001 – Provide and Maintain Portable Changeable Message Sign.
- 5) Lane closures shall only occur during the periods shown in the Allowable Lane Closure Times and Traffic Control Table. The Contractor shall strictly adhere to these time restrictions for lane closures.
- 6) Containment over barriers shall be removed by the end of each shift.
- 7) Follow guidance from Section 108 of the Standard Specifications for holidays and festivals.

- 8) Storage of equipment shall be in accordance with Table 6G-2 of the Delaware MUTCD. Portable Changeable Message Sign (PCMS) boards shall be placed off the shoulder for emergency vehicle access.
- 9) If on limited access highways, vehicles and equipment shall enter and exit the work area in the same direction as adjacent traffic. The Contractor's vehicle(s) and equipment enter and exit the roadway at interchanges or unrestricted crossovers that are open for public use. The Contractor's vehicles and equipment shall not U-turn across medians or at crossovers restricted for authorized and emergency vehicles only.
- 10) A minimum under clearance of 14'9" must be maintained at all times for bridges that cross over another roadway. Post clearance warning sign directly at the structure and with AHEAD or distance plaque in advance of structure at turnout location (intersection or off-ramp). DelDOT's Oversize, Overweight Permitting Section must be notified what the under clearance will be once the containment system is installed on the bridge at least 14 days prior to its installation. The Permit Section may be reached at 302-744-2700 or haulpermit@delaware.gov. The Contractor shall install clearance warning signs at locations approved by the District Safety Officer. Vertical clearance warning signs shall be posted for 14'-6" which allows a 3" safety factor to account for bounce. The Contractor is required to verify bridge under clearances and report these to the engineer. This will be considered incidental to Item No. 801000 – Maintenance of Traffic.
- 11) Personal vehicles are not allowed to park along I-95. Construction equipment must be stored behind guardrail/PCC barrier or greater than 30 ft from edge of travel lane, or temporarily off the shoulder under TA-5A. Non-directional retroreflective panels shall be placed on temporary traffic barrier at 50-foot intervals. The first panel shall be mounted within 10 feet of the leading edge of barrier. Equipment parked within the runout length of guardrail or barrier must be covered by TMA or approved safety device. Personnel on foot cannot cross I-95 and interstate ramps. Four-foot deflection zones behind all guardrail and barrier must be maintained. There is a possible shoulder closure along I-95 steel guardrail in order to meet deflection zones criteria.
- 12) American Traffic Safety Association (ATSSA) Certified Traffic Control Supervisor Requirement for the project:

()	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
(X)	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT AND THAT PERSON'S SOLE RESPONSIBILITY SHALL BE THE MANAGEMENT AND SUPERVISION OF THE PROJECT'S TEMPORARY TRAFFIC CONTROL ACTIVITIES. THIS PERSON SHALL NOT HAVE ANY OTHER ROLE ON THE PROJECT. RESPONSIBILITIES AND REQUIREMENTS OF THE ATSSA SUPERVISOR ARE DEFINED IN SECTION 812 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801000.

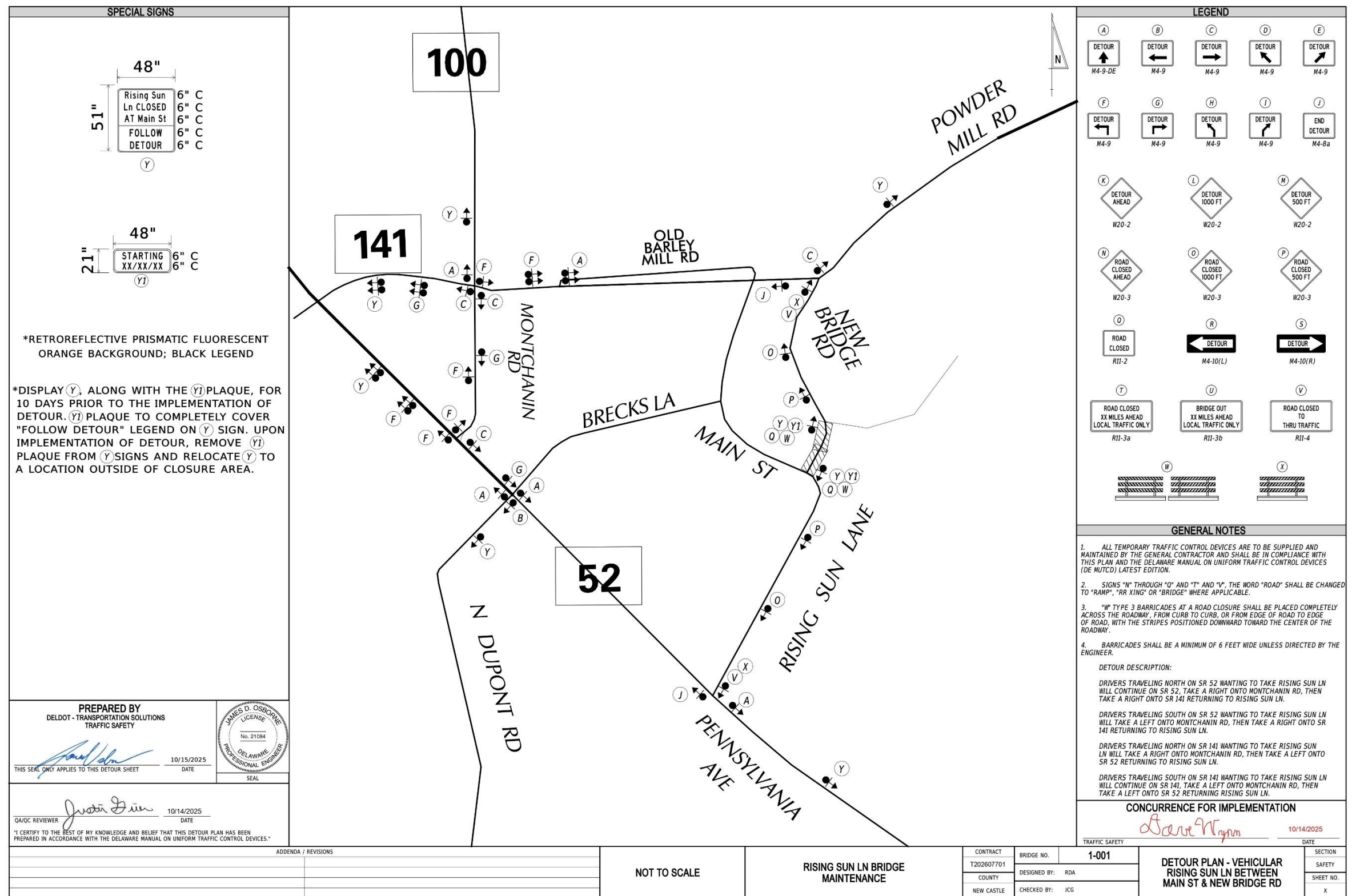
ALLOWABLE LANE CLOSURES TIMES AND TRAFFIC CONTROL TABLE

Bridge #	Facility Carried	MOT Cases Facility Carried	Feature Intersected	MOT Cases for Feature Intersected
1-001	Rising Sun Ln.	Full Detour Allowable detour duration is 45 days Work to be completed during school summer break, June through August	Brandywine Creek	N/A
1-027P	Pedestrian Br.	Pedestrian access must be maintained at all times	US13/DuPont Hwy.	Rapid Deployment TA-21A, TA-33, TA-37 Single Lane: 8pm to 5am Double Lane: 10pm to 5am
1-155	Old Capitol Trail	Full Detour, with Type II Channelizing Ped Barricades in the roadway. Allowable detour duration is 30 days Construct temp curb ramps on each side of the bridge. Maintain full access to all businesses and houses within detour limits.	Red clay Creek	N/A
1-229A	Capitol Trail/SR2	Weekend lane closures TA-23 Friday 8pm to Monday 6am	Middle Run	N/A

ALLOWABLE LANE CLOSURES TIMES AND TRAFFIC CONTROL TABLE

1-279E	Christina Bypass	Weekday Nightwork 8pm to 6am TA-3A and TA-33	Christina River	N/A
1-279W	Christina Bypass	Weekday Nightwork 7pm to 7am TA-3A and TA-33	Christina River	N/A
1-640	Kirkwood Hwy/SR2	Nightwork 7pm to 2pm TA-3A	Centerville Rd.	Rapid Deployment 8pm to 7am for TA-10 on Centerville Road 10pm to 5am for TA-27 at the Centerville/Greenbank Road intersection
1-701	Ottis Chapel Rd.	Nightwork 8pm to 6am TA-10	Delaware Turnpike/I95	Rapid Deployment Single Lane (Mon-Thu): 8pm to 6am Single Lane (Fri-Sun): 10pm to 6am Double Lane: 10pm to 5am TA-33, TA37
1-740	Ramp 6107 I-95/495 SB ramp to I-295 NB	Drop the top ramp down to one lane for staging 8pm to 6am TA-33	I-295 SB	Rapid Deployment Single Lane: 8pm to 6am Double Lane (Mon-Thu): 10pm to 5am TA-33, TA37

BR 1-001 Rising Sun Ln. & BR 1-155 Old Capitol Trail Rd.



SPECIAL SIGNS

54" 60" Old Capitol Trl CLOSED WEST OF Newport Rd FOLLOW DETOUR 6" C 6" C 6" C 6" C 6" C 6" C Y

54" 60" Old Capitol Trl CLOSED EAST OF Stanton Rd FOLLOW DETOUR 6" C 6" C 6" C 6" C 6" C 6" C Z

21" 54" STARTING XX/XX/XX 6" C 6" C Y1

*DISPLAY Y & Z, ALONG WITH THE Y1 PLAQUE, FOR 10 DAYS PRIOR TO THE IMPLEMENTATION OF DETOUR. Y1 PLAQUE TO COMPLETELY COVER "FOLLOW DETOUR" LEGEND ON Y & Z SIGNS. UPON IMPLEMENTATION OF DETOUR, REMOVE Y1 PLAQUE FROM Y & Z SIGNS AND RELOCATE Y & Z TO A LOCATION OUTSIDE OF CLOSURE AREA.

*RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE BACKGROUND; BLACK LEGEND

LEGEND

A DETOUR M4-9-DE
B DETOUR M4-9
C DETOUR M4-9
D DETOUR M4-9
E DETOUR M4-9
F DETOUR M4-9
G DETOUR M4-9
H DETOUR M4-9
I DETOUR M4-9
J END DETOUR M4-8a
K DETOUR AHEAD W20-2
L DETOUR 1000 FT W20-2
M DETOUR 500 FT W20-2
N ROAD CLOSED AHEAD W20-3
O ROAD CLOSED 1000 FT W20-3
P ROAD CLOSED 500 FT W20-3
Q ROAD CLOSED R11-2
R DETOUR M4-10(L)
S DETOUR M4-10(R)
T ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3a
U BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3b
V ROAD CLOSED TO THRU TRAFFIC R11-4
W
X

GENERAL NOTES

1. ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR AND SHALL BE IN COMPLIANCE WITH THIS PLAN AND THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE MUTCD) LATEST EDITION.

2. SIGNS "N" THROUGH "O" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RR XING" OR "BRIDGE" WHERE APPLICABLE.

3. "W" TYPE 3 BARRICADES AT A ROAD CLOSURE SHALL BE PLACED COMPLETELY ACROSS THE ROADWAY, FROM CURB TO CURB, OR FROM EDGE OF ROAD TO EDGE OF ROAD, WITH THE STRIPES POSITIONED DOWNWARD TOWARD THE CENTER OF THE ROADWAY.

4. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

5. ACCESS TO ALL PRIVATE DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.

DETOUR DESCRIPTION:

MOTORISTS TRAVELING WESTBOUND ON NEWPORT RD WILL CONTINUE PAST OLD CAPITOL TRAIL, CONTINUE PAST GREENBANK RD, TURN LEFT ONTO KIRKWOOD HWY, THEN TURN LEFT ONTO FARRAND DR RETURNING TO OLD CAPITOL TRAIL.

MOTORISTS TRAVELING EASTBOUND ON KIRKWOOD HWY WILL CONTINUE PAST OLD CAPITOL TRAIL, CONTINUE PAST FARRAND DR, THEN TURN RIGHT ONTO DUNCAN RD RETURNING TO OLD CAPITOL TRAIL.

CONCURRENCE FOR IMPLEMENTATION

TRAFFIC SAFETY JUSTIN GRIM 03/25/2025 DATE

CONTRACT PERMIT NO. X
T2025074XX DESIGNED BY: RDA
COUNTY CHECKED BY: JCG
NEW CASTLE

SECTION SAFETY SHEET NO. X

DETOUR PLAN - VEHICULAR OLD CAPITOL TRL AT BRIDGE 1-155

NOT TO SCALE

BRIDGE PAINTING, NEW CASTLE COUNTY, FY27

ADDENDA / REVISIONS

STAGING PLANS



BR 1-001 (Rising Sun Ln. over Brandywine Creek)



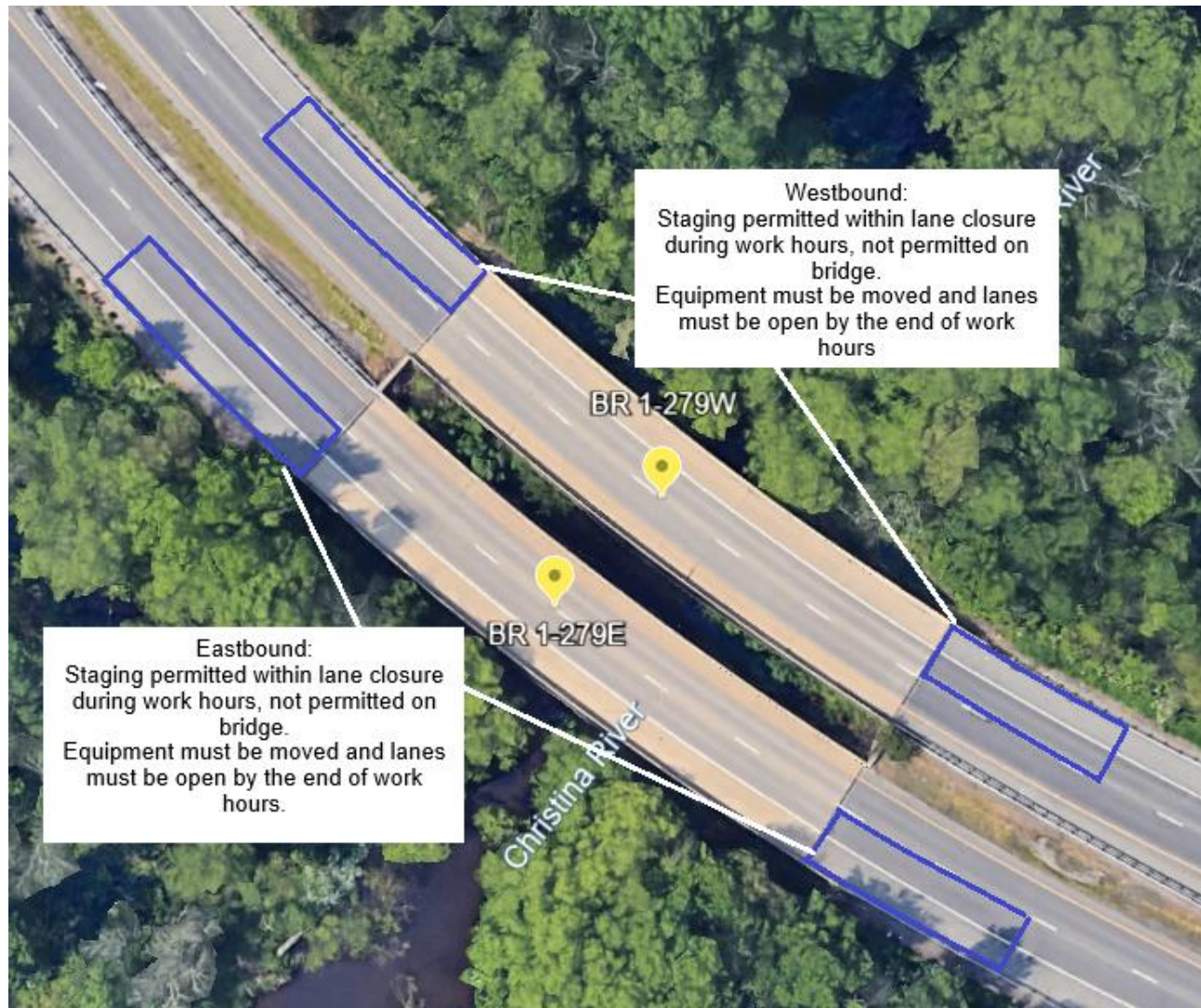
BR 1-027P (Pedestrian Bridge over SR13 Kirkwood Hwy.)



BR 1-155 (Old Capitol Trail over Red Clay Creek)



BR 1-229A (SR2 Capitol Trail over Middle Run)



BR 1-279E&W (SR273 Christiana Rd over Christina River)



BR 1-279E&W (Storage Area)



BR 1-640 (Kirkwood Hwy/SR2 over Centerville Rd.)



BR 1-701 (Otts Chapel Rd over I95)



BR 1-740 (Ramp 6107 over I295 SB)

ENVIRONMENTAL COMPLIANCE NOTES FOR ALL BRIDGES**1. Natural Resource Issues:****A. Construction Restrictions:**

Tree Trimming/Clearing – Avoid tree impacts from April 1 to July 31.

Migratory Birds – If bridge work is proposed during the breeding season (April 15 to August 1), contact DelDOT Environmental Studies via email at dot_environmentalstudies@delaware.gov no more than 14 days prior to the start of work for a survey to determine if active nests are present. If the survey detects nesting activity, the following steps must be taken to avoid nest destruction and take, which is a violation of state law:

1. Only perform construction activities from August 2 to April 14.
2. Or if construction cannot be performed from August 2 to April 14, a deterrent such as mesh netting must be used to block access to nest sites on the underside of the bridge(s) in accordance with Special Provision Number 763623 – Netting Migratory Bird Exclusion. The material would need to be in place no later than April 14, the underside of the bridge(s) would need to be fully encapsulated, and the material must be left in place until construction begins.

Bats – If bridge work is proposed during the bat active season (April 1 to September 30), contact DelDOT environmental studies via email at dot_environmentalstudies@delaware.gov no more than 14 days prior to the start of work for a survey to determine if bats are present.

1. Only perform bridge construction activities from October 1 to March 31.

Nightwork – Direct any temporary lighting away from suitable bat habitats (e.g., surrounding trees).

ESTIMATED STEEL AND CONCRETE COATING QUANTITIES

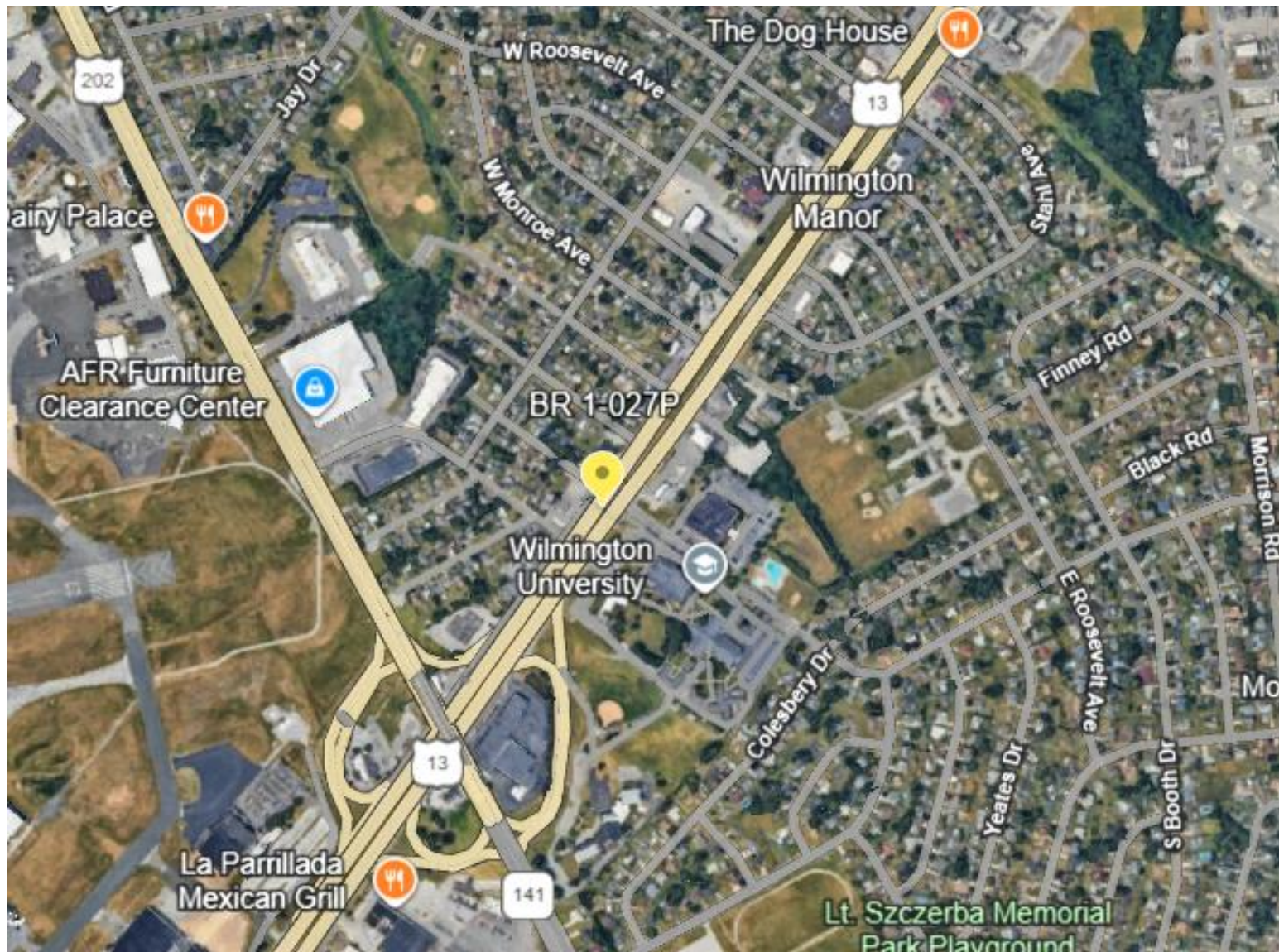
Bridge No.	Facility Carried	Feature Intersected	Area of Steel (ft²)	Area of Concrete (ft²)
1-001	Rising Sun Ln.	Brandywine Creek	17317	0
1-027P	Pedestrian Br.	US13/DuPont Hwy.	5339	968
1-155	Old Capitol Trail	Red clay Creek	24638	4484
1-229A	Capitol Trail/SR2	Middle Run	3806	837
1-279E	Christina Bypass	Christina River	19332	6592
1-279W	Christina Bypass	Christina River	18607	6378
1-640	Kirkwood Hwy/SR2	Centerville Rd.	15869	2931
1-701	Otts Chapel Rd.	Delaware Turnpike/I95	16977	8205
1-740	Ramp 6107	I295 SB	9761	9481
Total Quantities			131646	39876

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

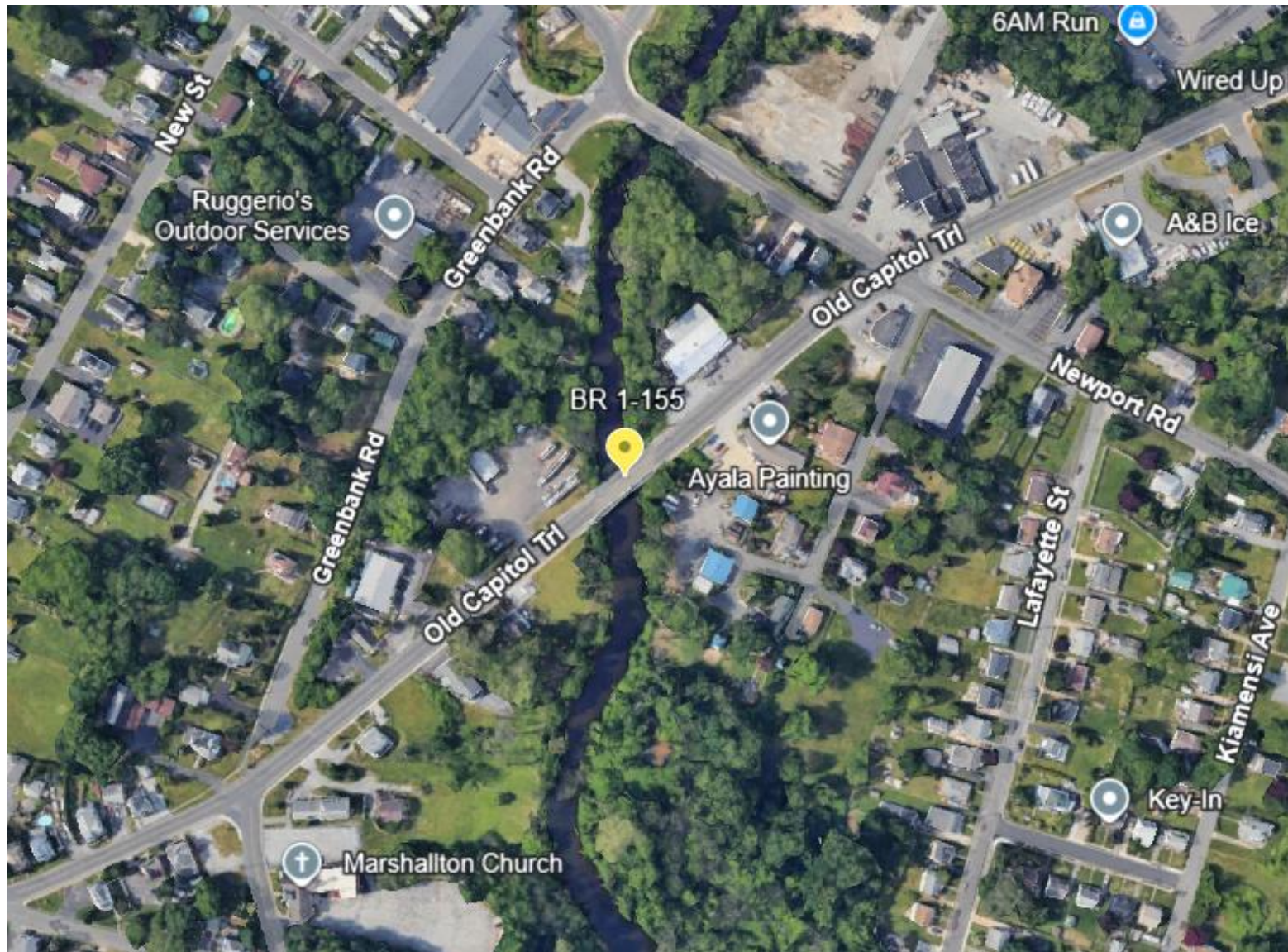
LOCATION MAPS



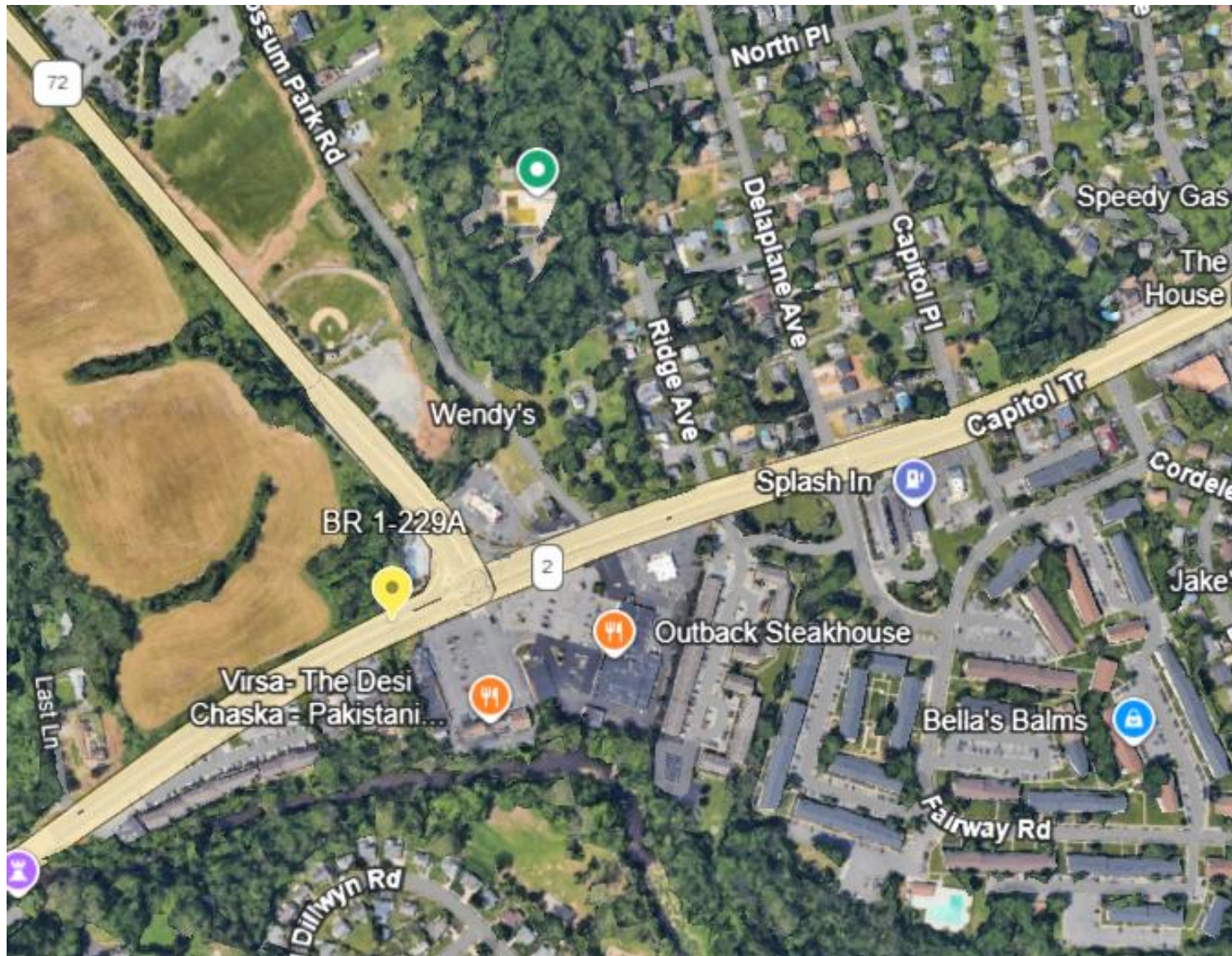
BR 1-001 (Rising Sun Ln over Brandywine Creek)



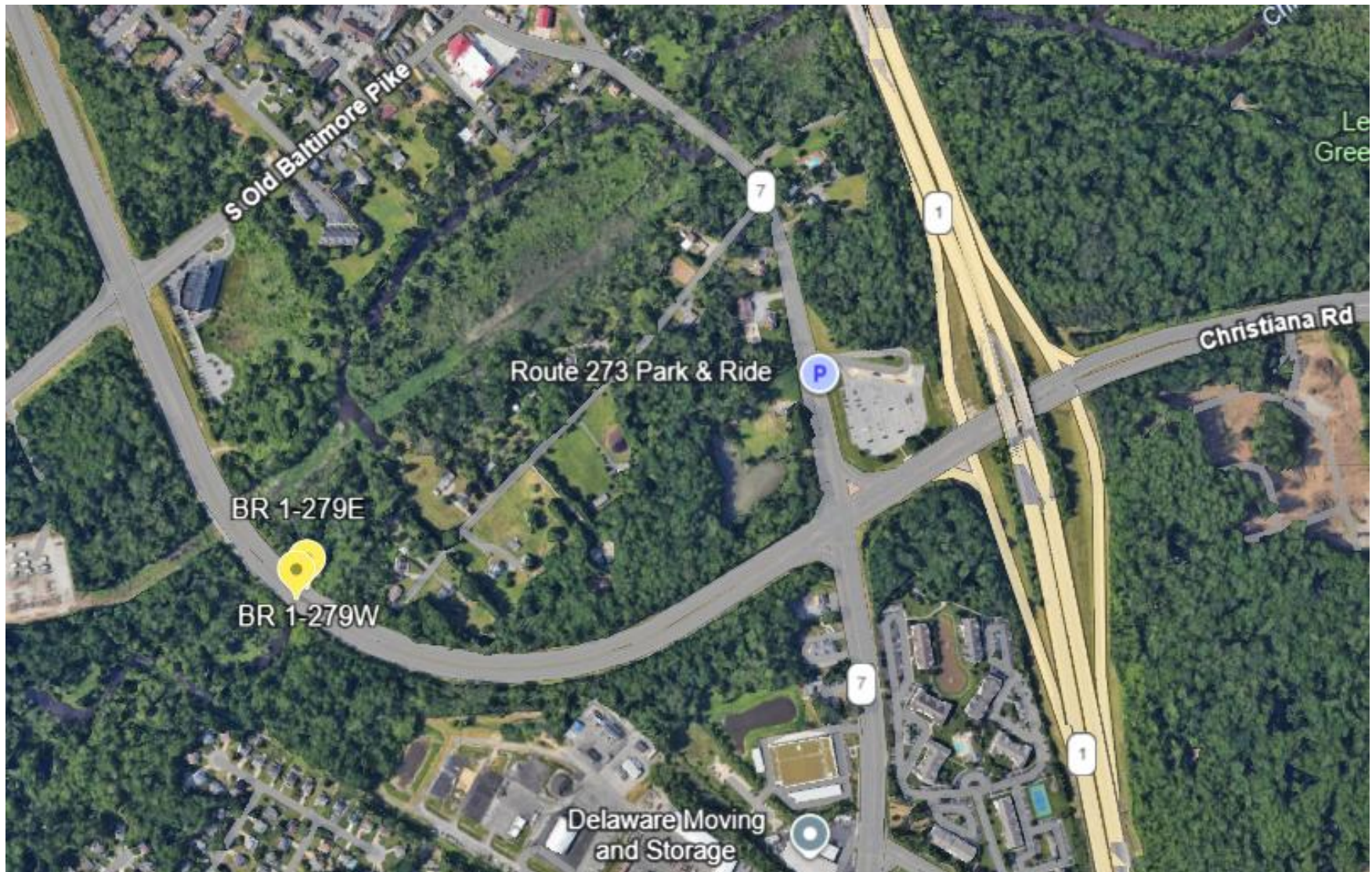
BR 1-027P (Pedestrian Bridge over SR13 Dupont Hwy)



BR 1-155 (Old Capitol Trail over Red Clay Creek)



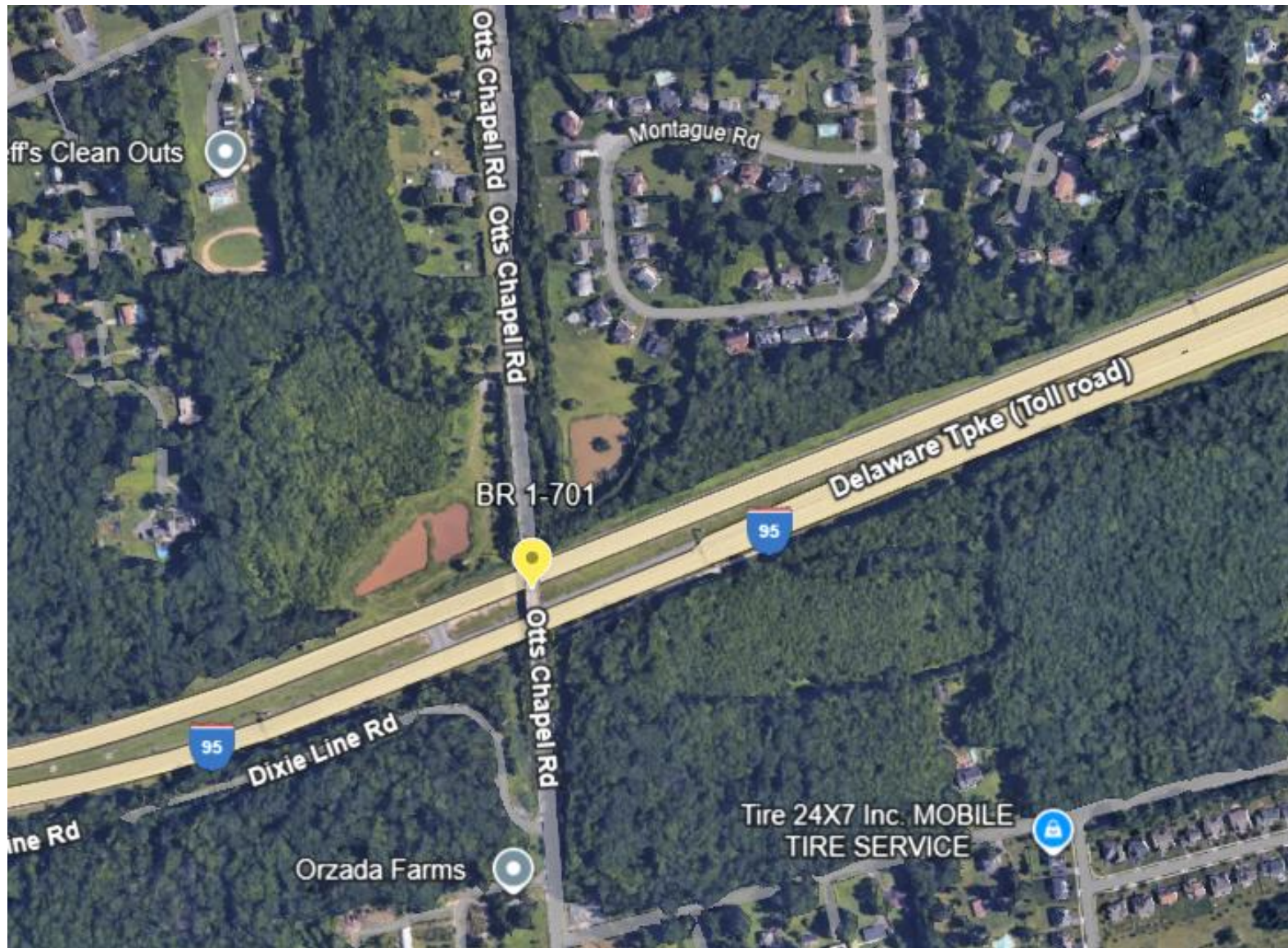
BR 1-229A (SR2 Capitol Trail over Middle Run)



BR 1-279E&W (Christiana Road over Christina River)



BR 1-640 (Kirkwood Hwy/SR2 over Centerville Rd.)



BR 1-701 (Ottis Chapel Rd over I95)



BR 1-740 (Ramp 6107 over I295 SB)

BRIDGE UNDER RECORDS

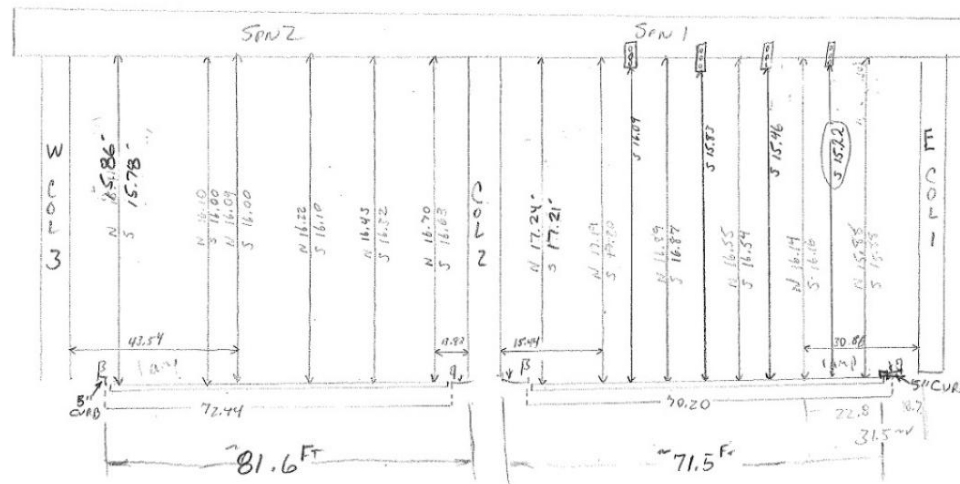
Under Record Sketch Sheet

Bridge: 1 - 027P - 000

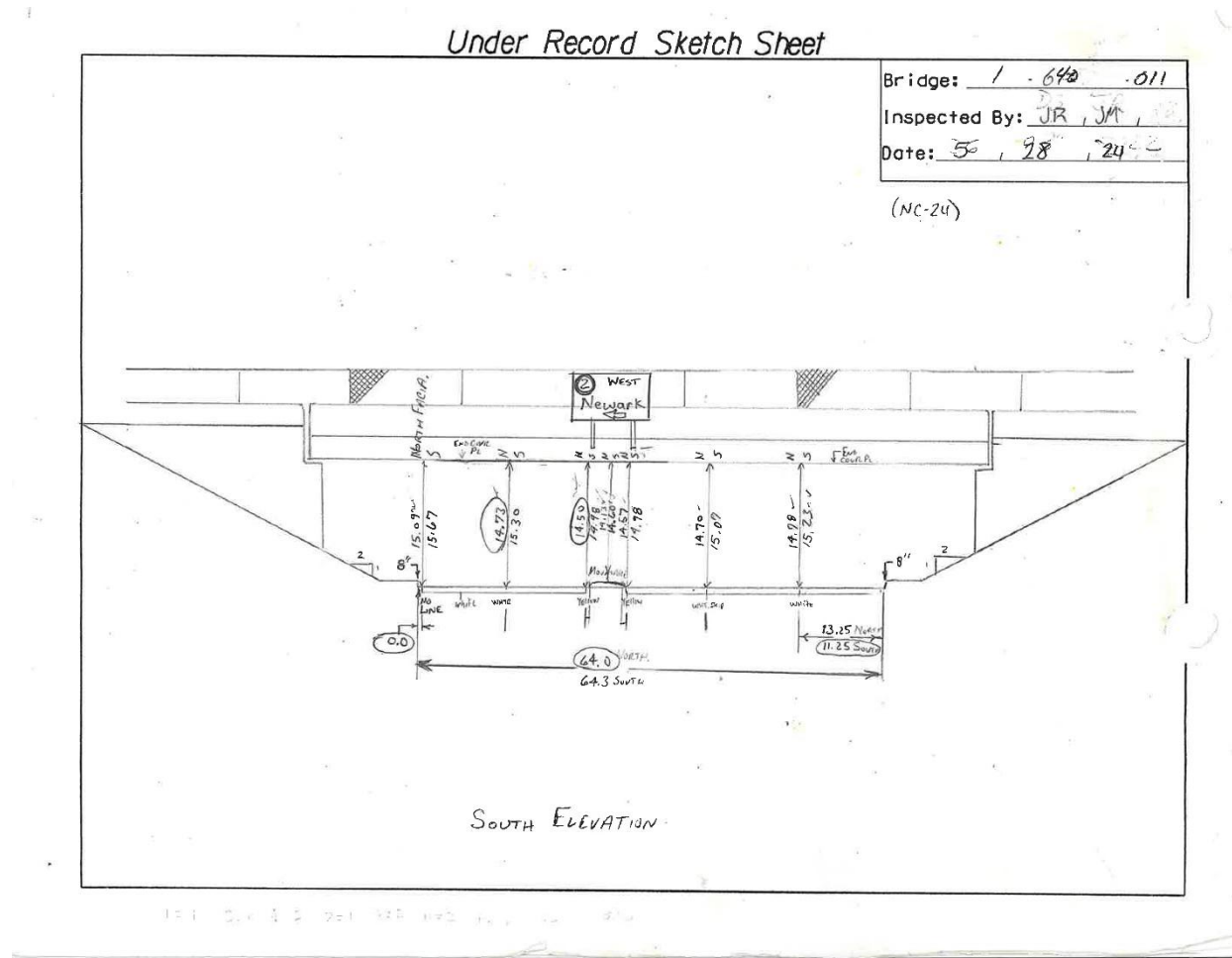
Inspected By: SK, DP, MG

Date: 5, 13, 24

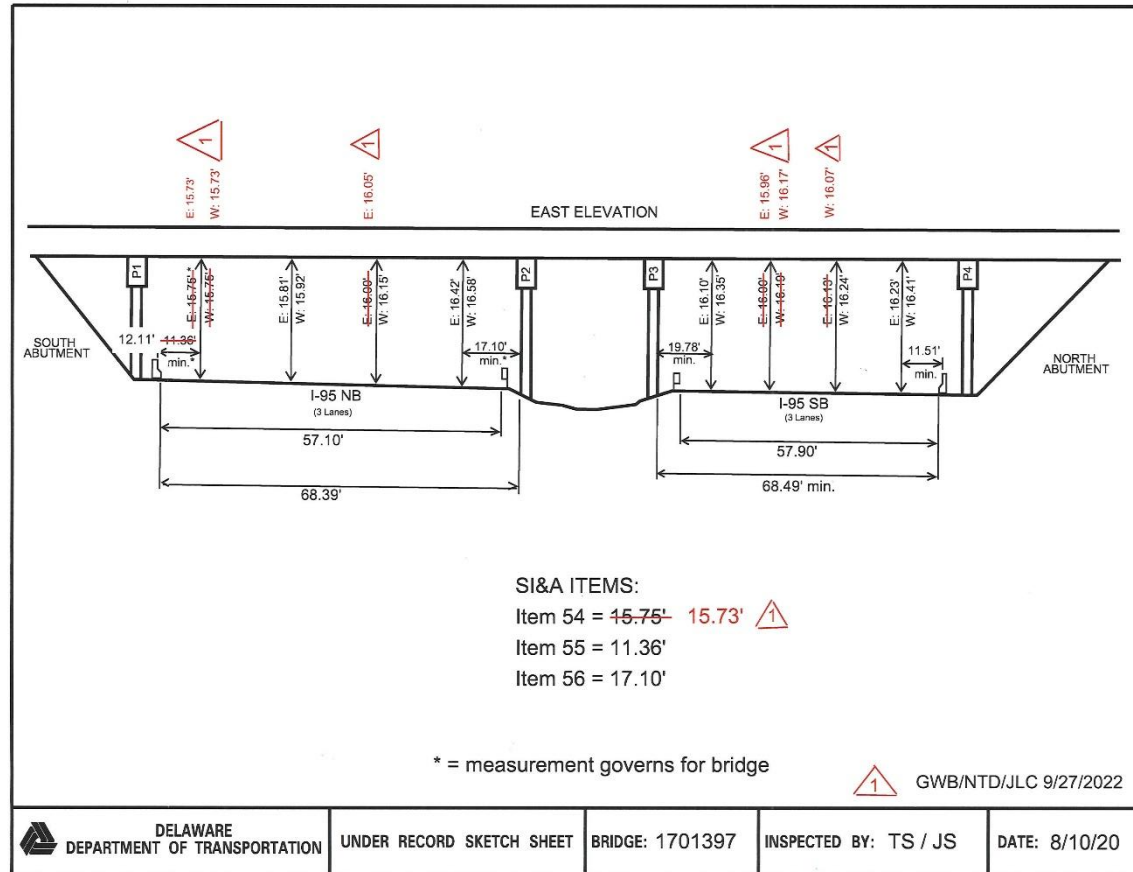
○ Note change.



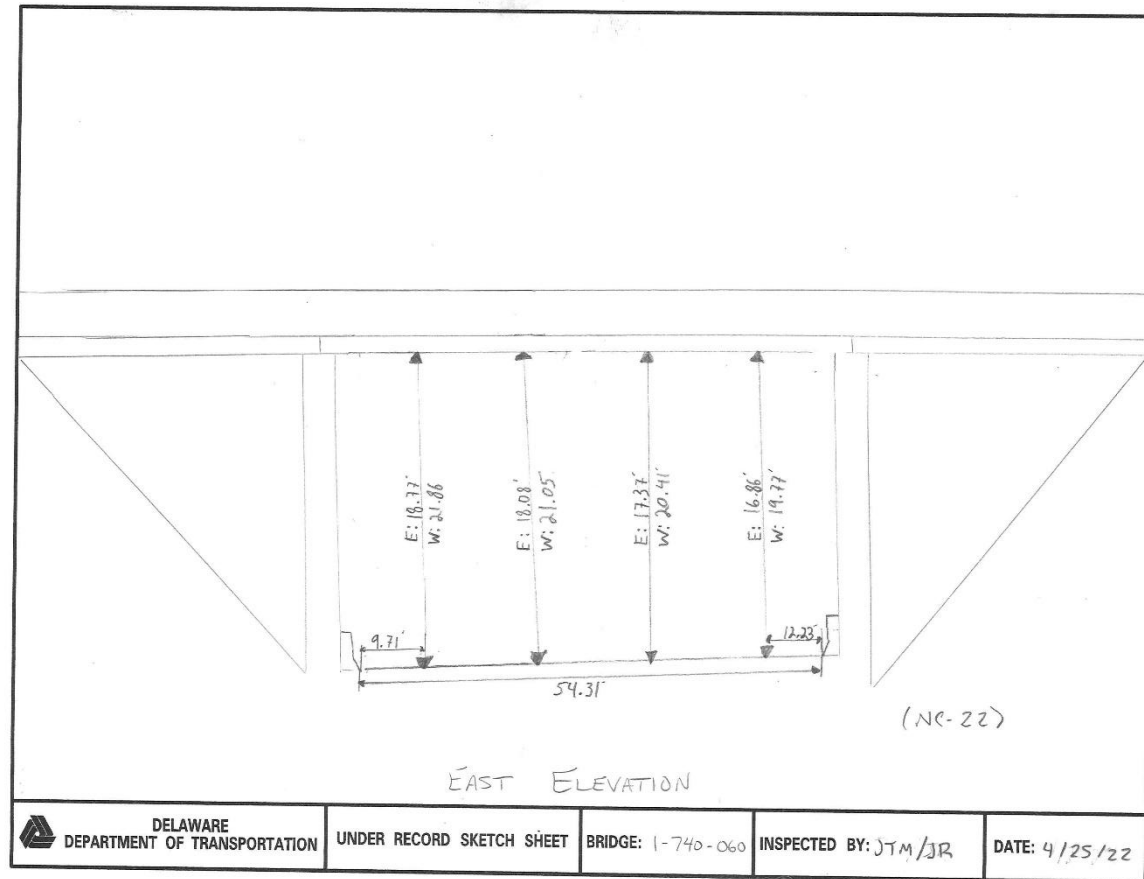
BR 1-027P (Pedestrian Bridge over US 13/40 Dupont Hwy)



BR 1-640 (SR2 Kirkwood Highway over Centerville Rd.)



BR 1-701 (Ott's Chapel Rd over I95)



BR 1-740 (Ramp 6107 over I295 S)