

INDEX OF SHEETS	
MINOR SUBDIVISION PLAN	C-101
ENTRANCE DETAILS & UTILITY PROFILES	C-102
UTILITY DETAILS	C-103 - C-104
E-ONE GRINDER PUMP & DETAILS	C-105
STANDARD SEDIMENT & STORMWATER PLAN	C-400
SEDIMENT CONTROL DETAILS	C-420 - C-421

GENERAL NOTES:

- THIS PROPERTY IS LOCATED IN THE VICINITY OF LAND USED PRIMARILY FOR AGRICULTURAL PURPOSES ON WHICH NORMAL AGRICULTURAL USES AND ACTIVITIES MAN NOW OR IN THE FUTURE INVOLVE NOISE, DUST, MANURE AND OTHER ODORS, THE USE OF AGRICULTURAL CHEMICALS AND NIGHTTIME FARM OPERATIONS. THE USE AND ENJOYMENT OF THIS PROPERTY IS EXPRESSLY CONDITIONED ON ACCEPTANCE OF ANY ANNOYANCE OR INCONVENIENCE WHICH MAY RESULT FROM SUCH NORMAL AGRICULTURAL USES AND ACTIVITIES.
- NO STRUCTURES ARE TO BE LOCATED IN PERMANENT ACCESS EASEMENT.
- A SHARED USE MAINTENANCE AGREEMENT SHALL BE ESTABLISHED FOR PERMANENT ACCESS EASEMENT.
- LOT A OPEN SPACE AND LOT B OPEN SPACE LOCATED ON THE NORTHEAST SIDE OF GILLS NECK ROAD CANNOT BE SUBDIVIDED FROM THE LARGER TRACTS. LOT A OPEN SPACE AND LOT B OPEN SPACE SHALL NOT BE SOLD INDEPENDENTLY FROM THE MAIN LOTS.
- LOT A OPEN SPACE AND LOT B OPEN SPACE SHALL COMPLY WITH THE PERMITTED USES PER THE OS ZONING DISTRICT.
- LEWES BPW IS RESPONSIBLE FOR THE FORCE MAIN FROM THE DISCHARGE POINT TO THE VALVE OUTSIDE OF THE E-ONE STATION. THE HOMEOWNER MAINTAINS ALL RESPONSIBILITY FOR THE E-ONE STATION.
- THE 20-FOOT WIDE CROSS-ACCESS EASEMENT IS ALSO FOR USE OF THE CITY OF LEWES AND BOARD OF PUBLIC WORKS (BPW) TO ACCESS THE 20-FOOT-WIDE UTILITY EASEMENT FOR MAINTENANCE AND INSPECTION AND FOR INGRESS/EGRESS TO LOT C. NOTHING CAN BE BUILT TO IMPEDE, HINDER, OR RESTRICT ACCESS BY THE CITY OF LEWES AND/OR BPW FOR MAINTENANCE AND INSPECTION OF THE SANITARY SEWER FORCE MAIN OR LOT C INGRESS/EGRESS.

FIRE PROTECTION NOTES:

- PROPOSED BUILDINGS WILL BE PROTECTED BY AUTOMATIC SPRINKLERS. THE CITY OF LEWES REQUIRES FIRE SUPPRESSION SYSTEMS IN ALL NEW RESIDENTIAL HOMES.
- THE PROPOSED CONSTRUCTION SHOULD COMPLY WITH THE IRC. V-B(BC), V(000)(NFPA). THE BUILDINGS WILL BE FOR RESIDENTIAL USE ONLY.

DE/ DOT GENERAL NOTES:

- CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF "DE/ DOT'S" CURRENT CONSTRUCTION SPECIFICATIONS.
- PIPELINE AND CROSSING TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LAST APPROVED AMERICAN RAILWAY ENGINEERING AND MAINTENANCE OF WAY ASSOCIATION SPECIFICATIONS FOR PIPELINES CONVEYING FLAMMABLE AND NON-FLAMMABLE SUBSTANCES.
- BLASTING NOT PERMITTED.
- 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 DE/ DOT DISTRICT SAFETY OFFICER: TA-1 "WORK BEYOND THE SHOULDER GREATER THAN 10 FEET FROM THE EDGE OF THE TRAVEL WAY", TA-3 "WORK ON THE SHOULDER OF A TWO-LANE ROAD", TA-10 "LANE CLOSURE ON A TWO-LANE ROAD USING FLAGGERS", TA-28 "SIDEWALK DETOUR OR DIVERSION".

DATA COLUMN

1	TAX MAP ID	335-8-00-54.00, 335-8-00-55.00(PART OF)	
2	DEED REFERENCE	BOOK: 3756, PAGE: 264	
3	APPROXIMATE PROJECT CENTER	<u>LATITUDE</u> 38.772159	<u>LONGITUDE</u> -75.134932
4	ENGINEER DAVIS, BOWEN & FRIEDEL, INC. 1 PARK AVENUE MILFORD, DE 19963 W. ZACHARY CROUCH, P.E. PHONE: (302) 424-1441 EMAIL: wzcd@dbfinc.com	OWNER ROBERT J. KENNEDY III TRUSTEE OF ROBERT J. KENNEDY III, REVOCABLE TRUST, DATED JANUARY 5, 2005. 123 HENLOPEN SHORES CIRCLE LEWES, DE 19958	PROPERTY ADDRESS SOUTHWEST CORNER OF GILLS NECK ROAD @ THEODORE C. FREEMAN HIGHWAY LEWES, DE 19958
5	DATUM	HORIZONTAL NAVD 83 (DE STATE PLANE)	VERTICAL NAVD 88
6	ZONING	EXISTING R-2 & OS	PROPOSED R-2 & OS
7	LAND USE	EXISTING VACANT	PROPOSED OPEN SPACE/ RESIDENTIAL
8	TOTAL NUMBER OF LOTS	EXISTING 2 LOTS	PROPOSED 4 LOTS WITH RESIDUAL
9	BUILDING CONSTRUCTION	IBC V-B	NFPA V (000)
10	UTILITY PROVIDERS	SEWER LEWES BOARD OF PUBLIC WORKS	WATER LEWES BOARD OF PUBLIC WORKS
11	STATE STRATEGIES MAP	INVESTMENT LEVEL AREA: 1 & 2	
12	POSTED SPEED LIMIT	GILL'S NECK ROAD (SCR 30031) 25 MPH	
13	FLOODPLAIN	THE PROPERTY IS IMPACTED BY THE 100 YEAR FLOODPLAIN, AS DETERMINED BY FEMA PANEL 10005C0194K, DATED MARCH 16, 2015. PORTIONS OF THE PROPERTY NORTH OF GILLS NECK ROAD ARE WITHIN FLOOD ZONE AE(EL 6').	
14	GROUNDWATER RECHARGE	A PORTION OF THE PROPERTY IS LOCATED IN AN AREA OF EXCELLENT GROUNDWATER RECHARGE.	
15	WELLHEAD PROTECTION AREA	THE PROPERTY IS NOT LOCATED IN A WELLHEAD PROTECTION AREA.	
16	WETLANDS	THE PROPERTY IS IMPACTED BY STATE AND FEDERALLY REGULATED WETLANDS. PORTIONS OF THE PROPERTY NORTH OF GILLS NECK ROAD CONTAINS STATE AND FEDERALLY REGULATED WETLANDS.	
17	COMPREHENSIVE PLAN DESIGNATION	THE PROPERTY IS LOCATED WITHIN THE RESIDENTIAL FUTURE LAND USE.	
18	<u>CODE COMPLIANCE</u>	<u>REQUIRED</u>	<u>PROPOSED</u>
	FRONT SETBACK	30 FT	30 FT
	SIDE SETBACK	8 FT	8 FT
	REAR SETBACK	15 FT	15 FT
	MINIMUM LOT WIDTH/DEPTH	75 FT/100 FT	75 FT/100 FT
	MINIMUM LOT AREA	10,000 SQFT	10,000 SQFT
	MAXIMUM BUILDING HEIGHT	35.5 FT	35.5 FT
19	AREAS	EXISTING	PROPOSED
	LOT #A		1,000 AC.
	LOT #B		1,097 AC.
	LOT #C		1,545 AC.
	TOTAL SITE AREA	3,642 AC.	3,642 AC.

N/F
DELAWARE RIVER &
BAY AUTHORITY
335-8.12-78.00
DB 2104 PG 54
ZONED R-2

LOT C IS TO BE DEDICATED TO THE CITY OF LEWES TO BE USED AS PUBLIC OPEN SPACE. NO DWELLINGS OR COMMERCIAL STRUCTURES ARE TO BE CONSTRUCTED.



CITY CERTIFICATION

IT HEREBY IS CERTIFIED THAT THIS SUBDIVISION PLOT PLAN WAS GRANTED APPROVAL BY THE CITY COUNCIL OF THE CITY OF LEWES, DELAWARE, ON JULY 16, 2025 AND ACCORDINGLY IS ELIGIBLE FOR RECORDING IN THE OFFICE OF THE RECORDER OF DEEDS FOR SUSSEX COUNTY, DELAWARE.

CITY MANAGER	DATE
GENERAL MANAGER BOARD OF PUBLIC WORKS	DATE
CITY ENGINEER	DATE
CHAIR, PLANNING COMMISSION	DATE

OWNER'S STATEMENT

I, THE UNDERSIGNED, CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN, THAT THE PLAN WAS MADE AT MY DIRECTION, AND THAT I ACKNOWLEDGE THE SAME TO BE MY ACT AND DESIRE THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

Date:	MAY 9, 2025
Scale:	1" = 40'
Dwn.By:	DKW
Proj.No.:	3311E001.A01

ENGINEER'S STATEMENT

I, THE UNDERSIGNED, HEREBY STATE THAT I AM A REGISTERED ENGINEER IN THE STATE OF DELAWARE, THAT THE INFORMATION SHOWN HEREON HAS BEEN PREPARED UNDER MY SUPERVISION AND TO MY BELIEF REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF DELAWARE.



W. ZACHARY CROUCH, P.E. DAVIS, BOWEN & FRIEDEL, INC. 1 PARK AVENUE MILFORD, DELAWARE, 19963	DATE 12/08/2025
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KENNEDY PROPERTY MINOR SUBDIVISION PLAN LEWES AND REHOBOTH HENDRED CITY OF LEWES, SUSSEX COUNTY, DELAWARE

DAVIS BOWEN & FRIEDEL, INC.
ARCHITECTS • ENGINEERS • SURVEYORS

dbf

MILFORD, DELAWARE
BALTIMORE, MARYLAND
410.740.1441

Dwg.No.:
C-101

DATE	COMMENTS
09/15/2025	LEWES BOARD OF PUBLIC WORKS
11/11/2025	LEWES BOARD OF PUBLIC WORKS
12/03/2025	DELDOT RAILROAD
12/04/2025	LEWES BOARD OF PUBLIC WORKS

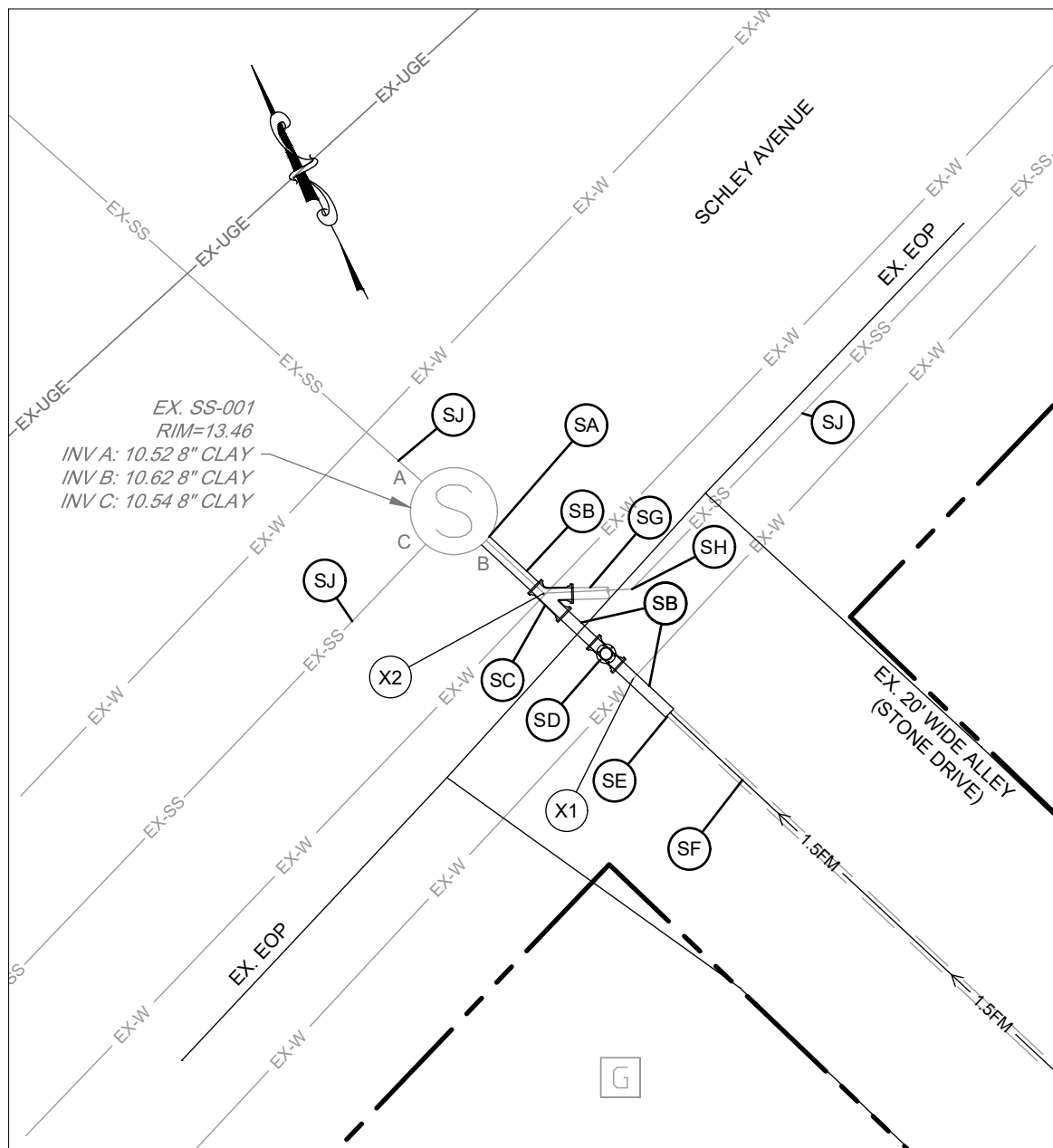
Date: MAY 9, 2025
Scale: AS NOTED
Dwn.By: DKW
Proj.No.: 3311E001.A01

ENTRANCE
DETAILS &
SANITARY
PROFILES

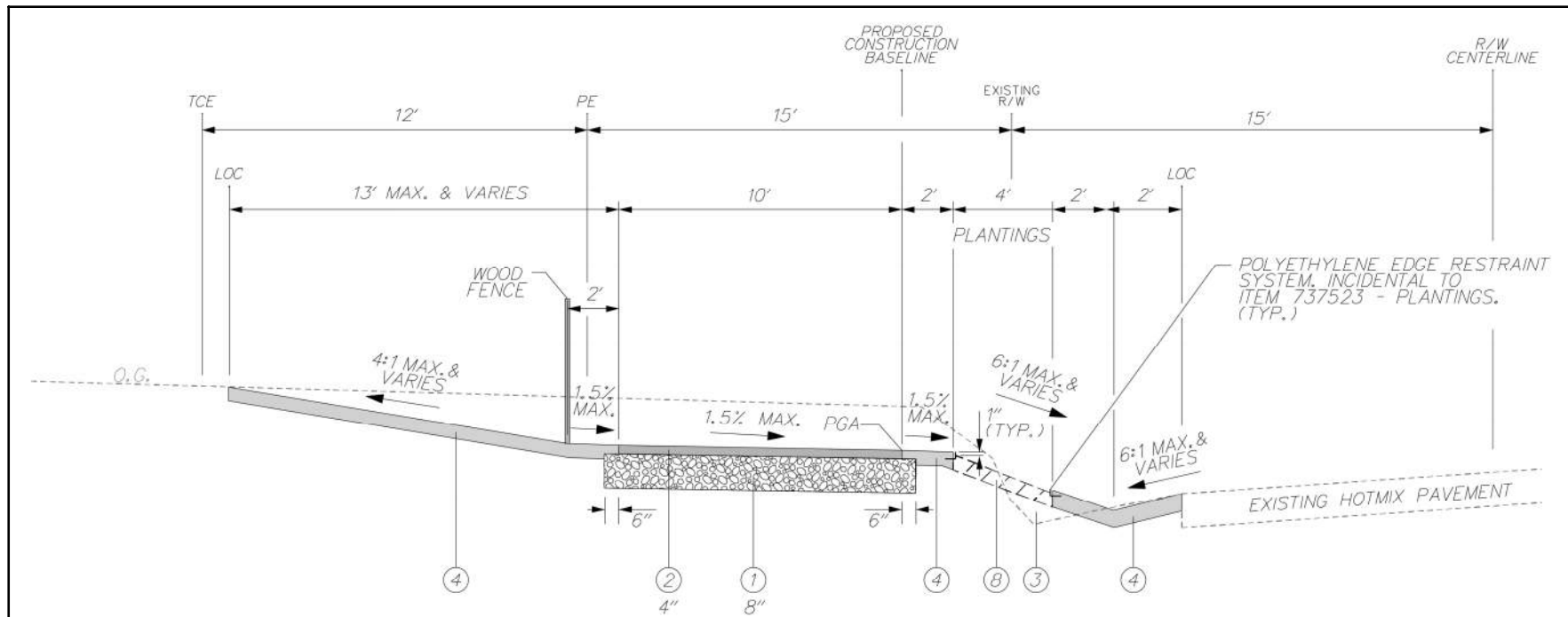
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C-102

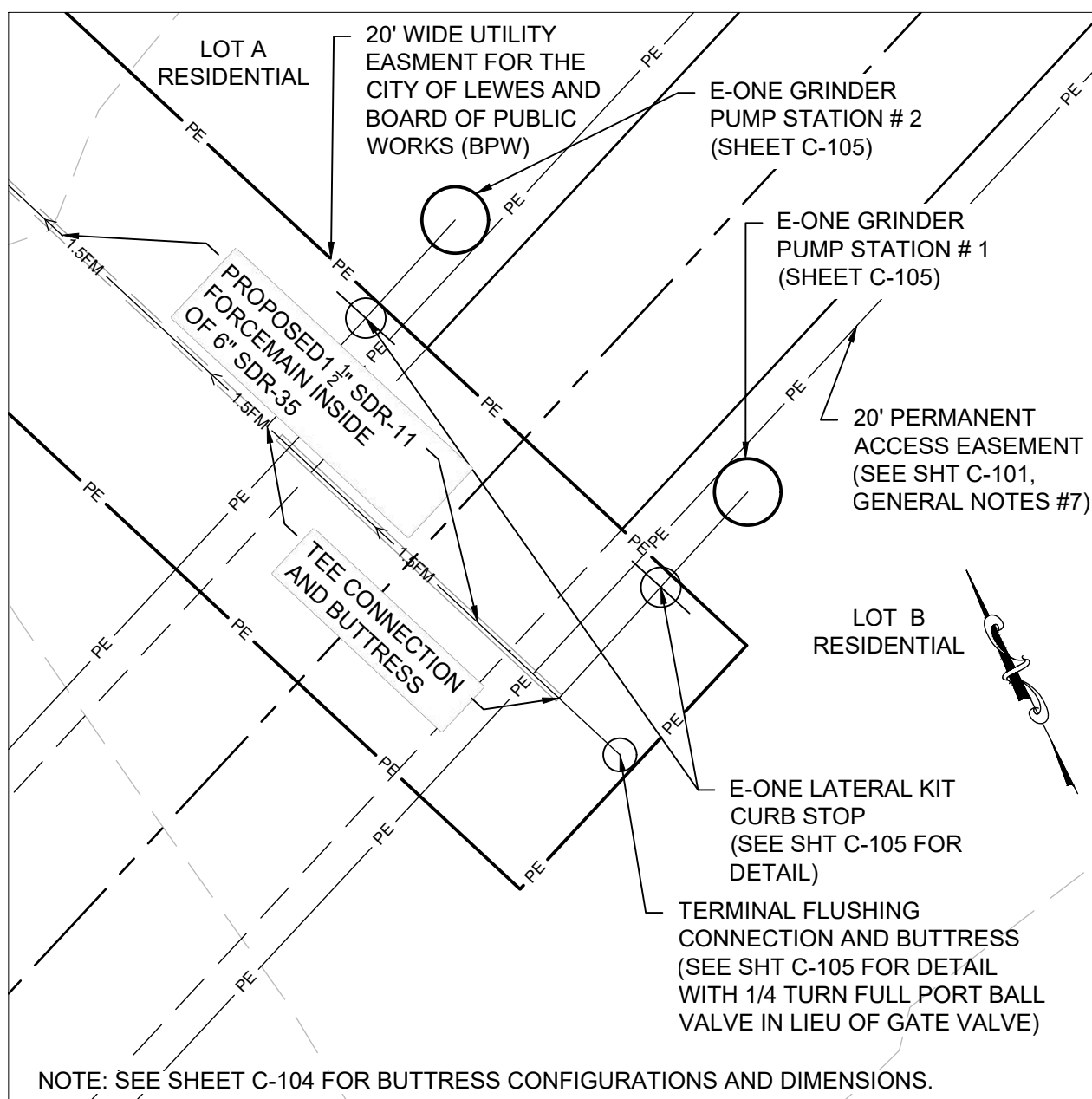
SANITARY SEWER DETAIL KEY LEGEND	
LABEL	DESCRIPTION
SA	CORE DRILL EXISTING 8" INVERT TO FIT PROPOSED 8" SDR-35
SB	PROPOSED 8" SDR-35 (REPLACE EXISTING 8" CLAY PIPE)
SC	PROPOSED 8" SDR-35 WYE
SD	PROPOSED 8" SDR-35 CLEAN OUT
SE	PROPOSED 1.5" SDR-11 x 8" SDR-35 REDUCER BUSHING
SF	PROPOSED 1.5" SDR-11 FORCE MAIN INSIDE 6" SDR-35
SG	3.5" TRANSITION FITTING TO EXISTING 8" CLAY PIPE. A TEST PIT IS TO BE UTILIZED TO DETERMINE HORIZONTAL AND VERTICAL LOCATION AND THAT THE 45-DEGREE PIPE ANGLE LOCATION MAY NEED TO BE ADJUSTED.
SH	EXISTING 45° ELBOW
SJ	EXISTING 8" CLAY PIPE
X1; X2	EXISTING DOMESTIC WATER MAIN CROSSING. EXISTING WATER SERVICE TO RUN UNDER THE PROPOSED 8" SDR-35 SANITARY SEWER A MINIMUM OF 18". A TEST PIT IS TO BE UTILIZED TO DETERMINE HORIZONTAL AND VERTICAL LOCATION.



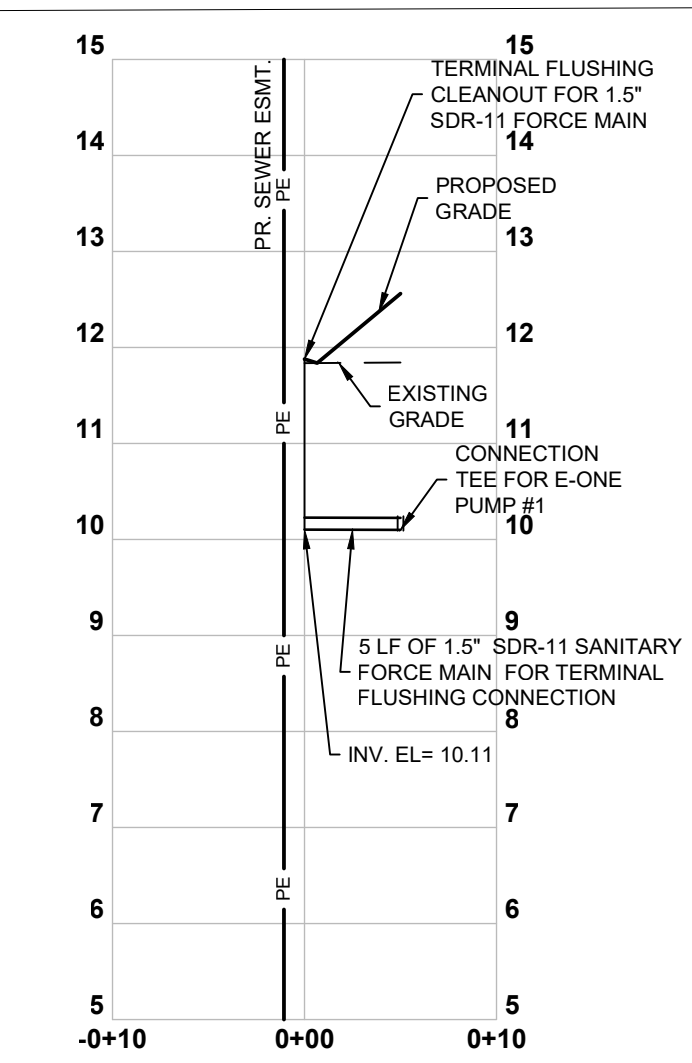
PROPOSED FORCE MAIN TO EX SS-001 CONNECTION DETAIL
SCALE: 1"= 10'



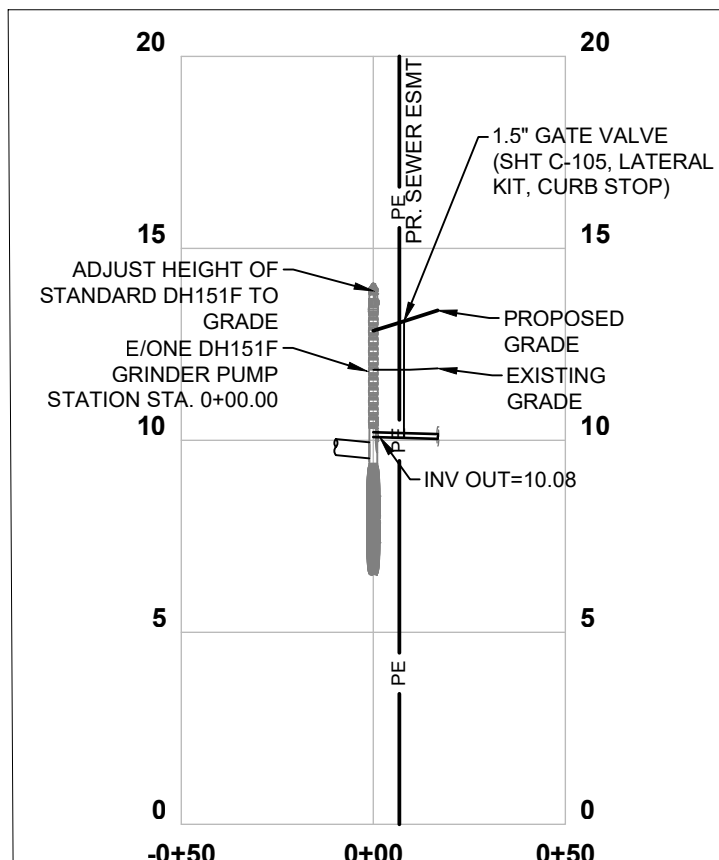
PROPOSED SHARED USE PATH TYPICAL SECTION
SCALE: NOT TO SCALE



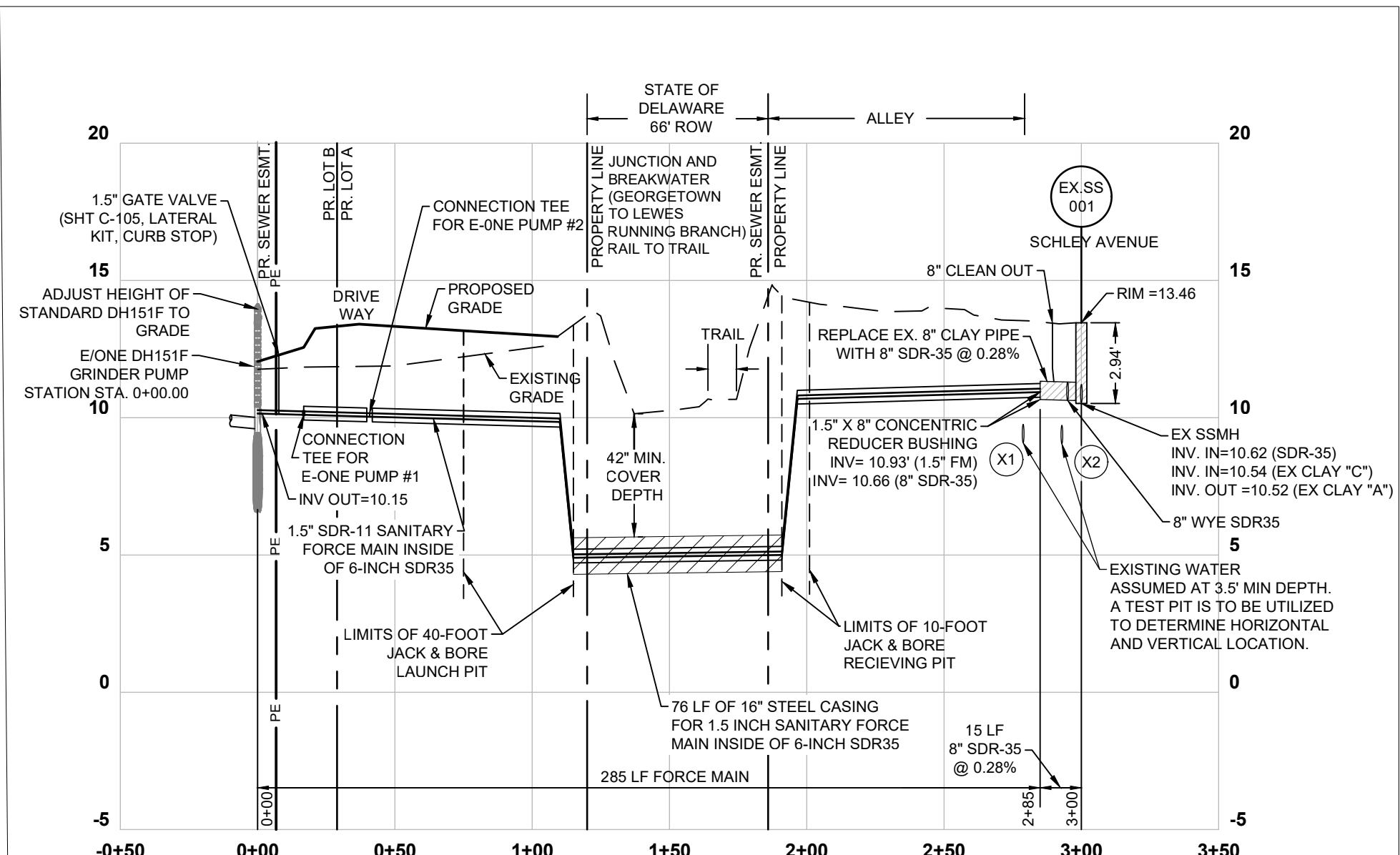
PROPOSED FORCE MAIN TO E-ONE GRINDER PUMPS DETAIL
SCALE: 1"= 10'



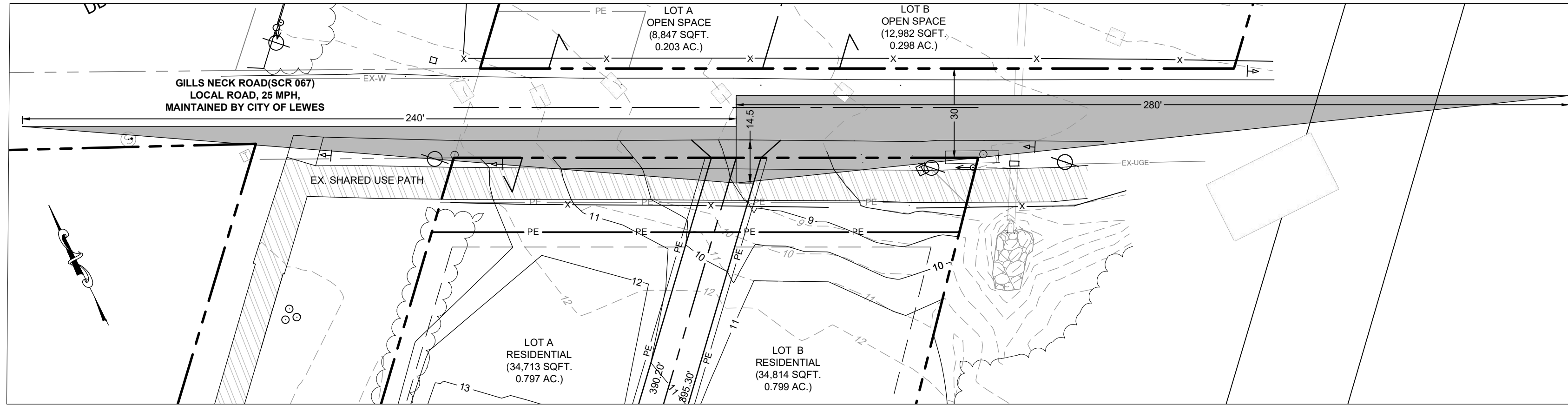
PROPOSED FORCE MAIN PROFILE
TERMINAL FLUSHING CLEANOUT
SCALE: H:1"=10', V:1"=2.5'



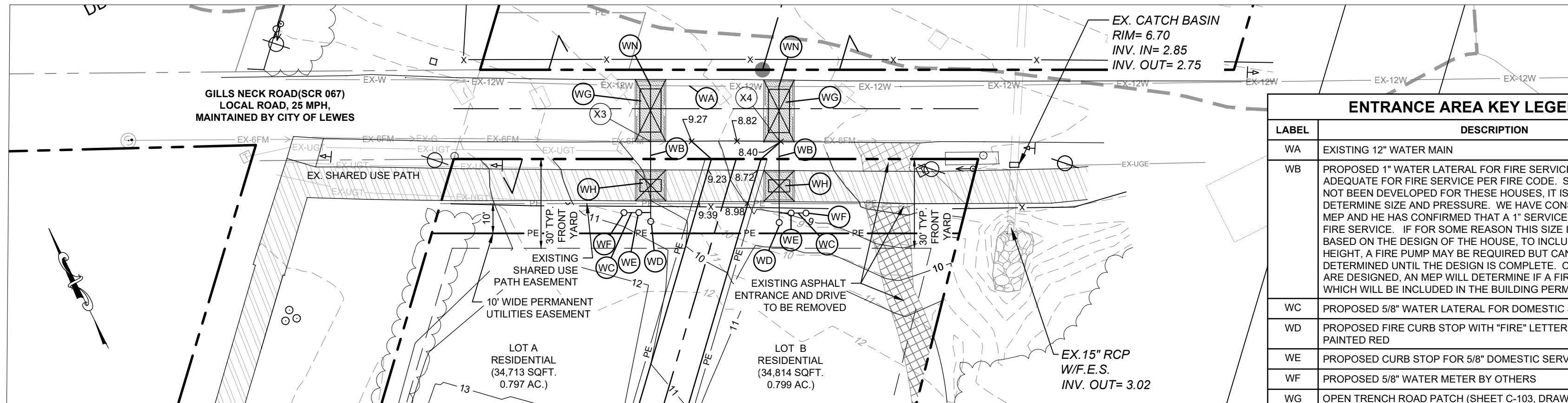
PROPOSED FORCE MAIN PROFILE
E-ONE #2 TO PROPOSED FORCE MAIN
SCALE: H:1"=50', V:1"=5'



PROPOSED FORCE MAIN PROFILE
E-ONE #1 TO EX SS-001
SCALE: H:1"=50', V:1"=5'



ENTRANCE SIGHT DISTANCE DETAIL
SCALE: 1"=30'



PROPOSED WATER AND ENTRANCE AREA DETAIL
SCALE: 1"=30'

SEQUENCE OF CONSTRUCTION FOR WATER SERVICE LINE CONNECTION

1. NOTIFY CITY OF LEWES, AND THE DNREC SEDIMENT AND STORMWATER PROGRAM OF INTENT TO BEGIN CONSTRUCTION AND SCHEDULE A PRE-CONSTRUCTION MEETING.
2. PLACE ALL PERMANENT WARNING SIGNS FOR CONSTRUCTION PER MUTCD 6H-10 (TA-10 DELAWARE REV).
3. ONCE REQUIREMENTS FOR MUTCD 6H-10 (TA-10 OF THE DELAWARE REV) ARE IN PLACE, USE OPEN TRENCH METHOD TO INSTALL WATER SERVICE LINE CONNECTIONS ON NORTH SIDE OF GILLS NECK ROAD AS SHOWN ON THE PLAN, KEEPING A MINIMUM OF 10-FOOT OF TRAVEL OPEN.
4. ONCE NORTH SIDE OF WATER SERVICE LINES HAVE BEEN INSTALLED AND THE NORTH SIDE ROAD TRENCH RESTORATION IS COMPLETED, USE OPEN TRENCH METHOD TO CONTINUE TO INSTALL THE WATER SERVICE LINE ACROSS THE SOUTH SIDE OF GILLS NECK ROAD AS SHOWN, KEEPING A MINIMUM OF 10-FOOT OF TRAVEL OPEN.
5. WHEN SOUTH SIDE OF GILLS NECK ROAD WATER SERVICE LINES INSTALLATION ARE COMPLETE AND THE ROAD TRENCH RESTORATION IS COMPLETED, CONTINUE WATER SERVICE LINES INSTALLATION BY USING THE DELAWARE MUTCD 6H-28 (TA-28 DELAWARE REV) TO PLACE ALL SHARED USE PATH/TRAIL DIVERSION SIGNS.
6. INSTALL INLET PROTECTION TYPE 2 AND STABILIZED CONSTRUCTION ENTRANCE AS SHOWN ON SHEET C-400.
7. SAWCUT EXISTING SHARED USE PATH/TRAIL TO CONTINUE OPEN TRENCH WATER SERVICE LINE INSTALLATION IN AS SHOWN ON THE PLAN.
8. RESTORE SHARED USE PATH/TRAIL BY TYING INTO EXISTING GRADES PER PROPOSED SHARED USE PATH TYPICAL SECTIONS DETAIL ON SHEET C-102.
9. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES.

SPACER INSTALLED @ 6" O.C. (MIN) AND 1' (MAX) FROM EACH SIDE OF CARRIER PIPE JOINTS

CASING PIPE

CASING SPACER SHALL PROVIDE EQUAL SPACING ON ALL SIDES OF CARRIER PIPE

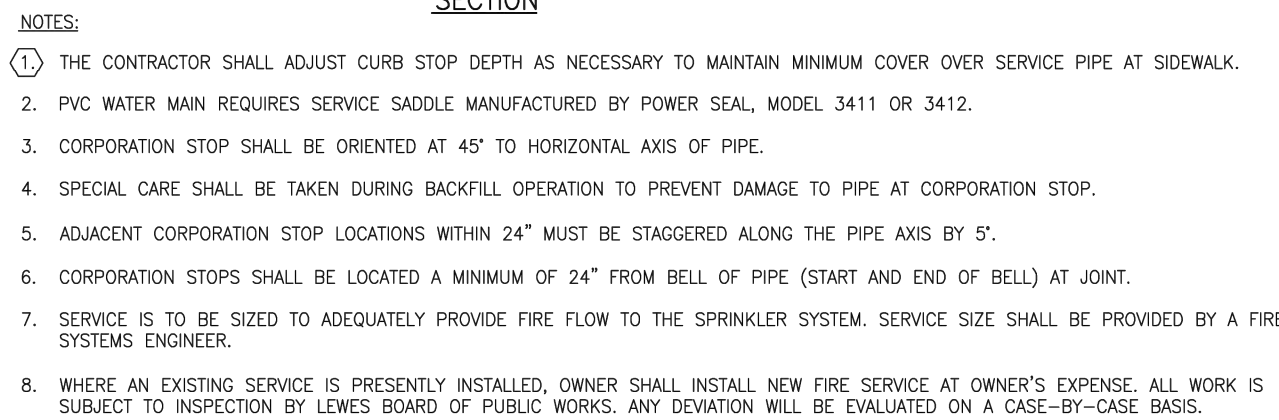
CARRIER PIPE

1 ENDS OF CASING PIPE SHALL BE CLOSED USING AN
END SEAL EQUAL TO MODEL AC PULL-ON END SEAL
AS MANUFACTURED BY ADVANCE PRODUCTS AND
SYSTEMS, INC.

CASING PIPE

[illegible]

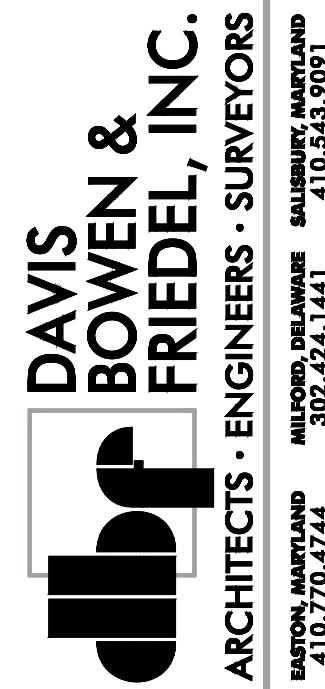
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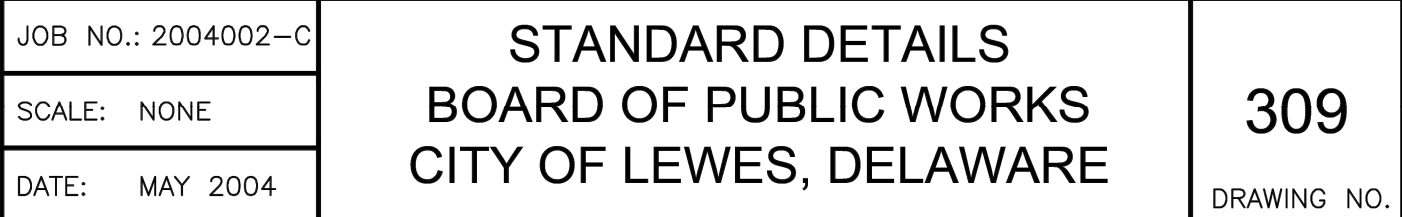
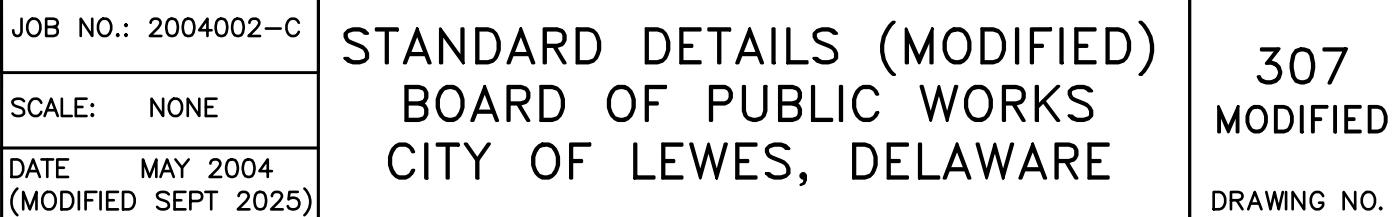
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SCALE: NONE		
DATE: NOV. 2021		



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SCALE: NONE		
DATE: MARCH 2021		



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DATE: MARCH 2021		

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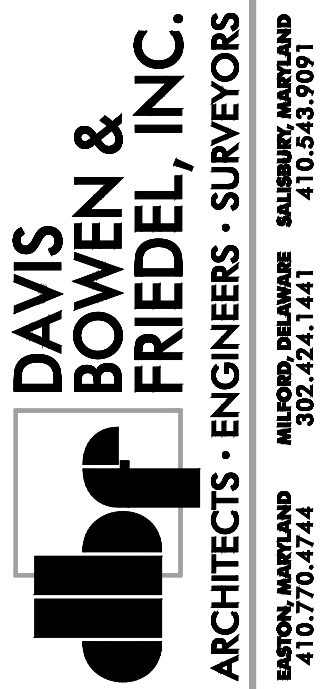
C-103



CONCRETE BUTTRESS DIMENSIONS

NOTES:

1. ALL CONCRETE TO HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI.
2. BUTTRESS DIMENSIONS GIVEN ARE MINIMUM DIMENSIONS BASED UPON 3000 PSF MINIMUM SOIL BEARING CAPACITY AND 150 PSI MAXIMUM INTERNAL PIPE PRESSURE. PARAMETERS OUTSIDE OF THESE TOLERANCES WILL REQUIRE A SPECIAL BUTTRESS DESIGN APPROVED BY THE COUNTY.
3. ALL CONCRETE SHALL BE POURED AGAINST UNDISTURBED EARTH.
4. TEE DIMENSIONS IN TABLE SHALL BE USED FOR WYES.



**KENNEDY PROPERTY
MINOR SUBDIVISION PLAN
LEWES AND REHOBOTH HUNDRED
CITY OF LEWES, SUSSEX COUNTY, DELAWARE**

C-104

Notes for Figure 6H-10—Typical Application 10
Lane Closure on a Two-Lane Road Using Flaggers
(Delaware Revision)

Option:

1. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6E).
2. The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short-duration operations.
3. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.

Standard:

5. At night, flagger stations shall be illuminated, except in emergencies.

Guidance:

6. When used, the BE PREPARED TO STOP sign should be located between the Flagger symbol (or FLAGGER AHEAD) sign and the ONE LANE ROAD sign.
7. Where drivers emerging from an intersecting roadway will not encounter an advance warning sign prior to the work zone, additional signs should be placed on the intersecting road.
8. When a grade crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the grade crossing, the TTC zone should be extended so that the transition area precedes the grade crossing (see Figure 6H-46).
9. When a grade crossing equipped with active warning devices exists within the activity area, provisions should be made for keeping flaggers informed as to the activation status of these warning devices (see Figure 6H-46).
10. When a grade crossing exists within the activity area, drivers operating on the left-hand side of the normal center line should be provided with comparable warning devices as for drivers operating on the right-hand side of the normal center line (see Figure 6H-46).
11. Early coordination with the railroad company or light rail transit agency should occur before work starts (see Figure 6H-46).

Option:

4. A flagger or a uniformed law enforcement officer may be used at the upstream side of the grade crossing to minimize the probability that vehicles are stopped within 50 feet of the grade crossing, measured from both sides of the outside rails (see Figure 6H-46).

Standard:

13. For long-term, intermediate-term, and short-term operations, a truck-mounted attenuator shall be used on roadways with a posted speed limit or 85th-percentile speed greater than 40 mph.

Option:

14. For short duration operations along roadways with a posted speed limit or 85th-percentile speed greater than 40 mph, a truck-mounted attenuator may be omitted if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
15. Truck-mounted attenuators may be used for all operations along roadways with a posted speed limit or 85th-percentile speed less than or equal to 40 mph.

Revision 3, May 2018

Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)
(Delaware Revision)



Revision 3, May 2018

Notes for Figure 6H-28—Typical Application 28
Sidewalk Detour or Diversion
(Delaware Revision)

Standard:

1. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.
2. Pedestrian detours along state-maintained roadways shall have a pedestrian detour plan approved by DelDOT Traffic.

Guidance:

3. *Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from vehicular traffic.*
4. *Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.*

Option:

5. Street lighting may be considered.
6. If establishing or maintaining an alternate pedestrian route is not feasible during the project, an alternate means of providing for pedestrians may be used, such as adding free bus service around the project or assigning someone the responsibility to assist pedestrians with disabilities through the project limits.

Revision 3, May 2018

Figure 6H-28. Sidewalk Detour or Diversion (TA-28)
(Delaware Revision)

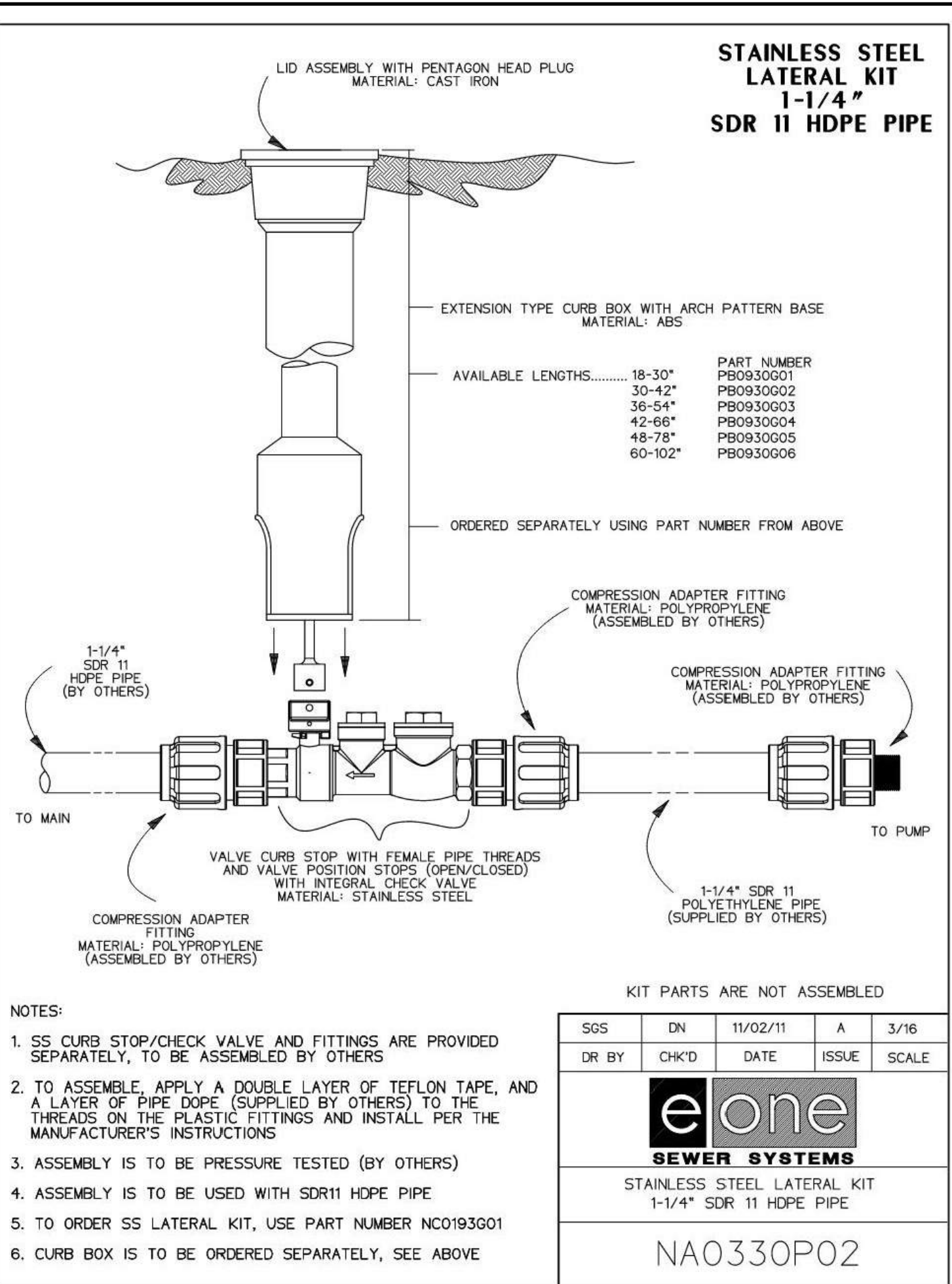
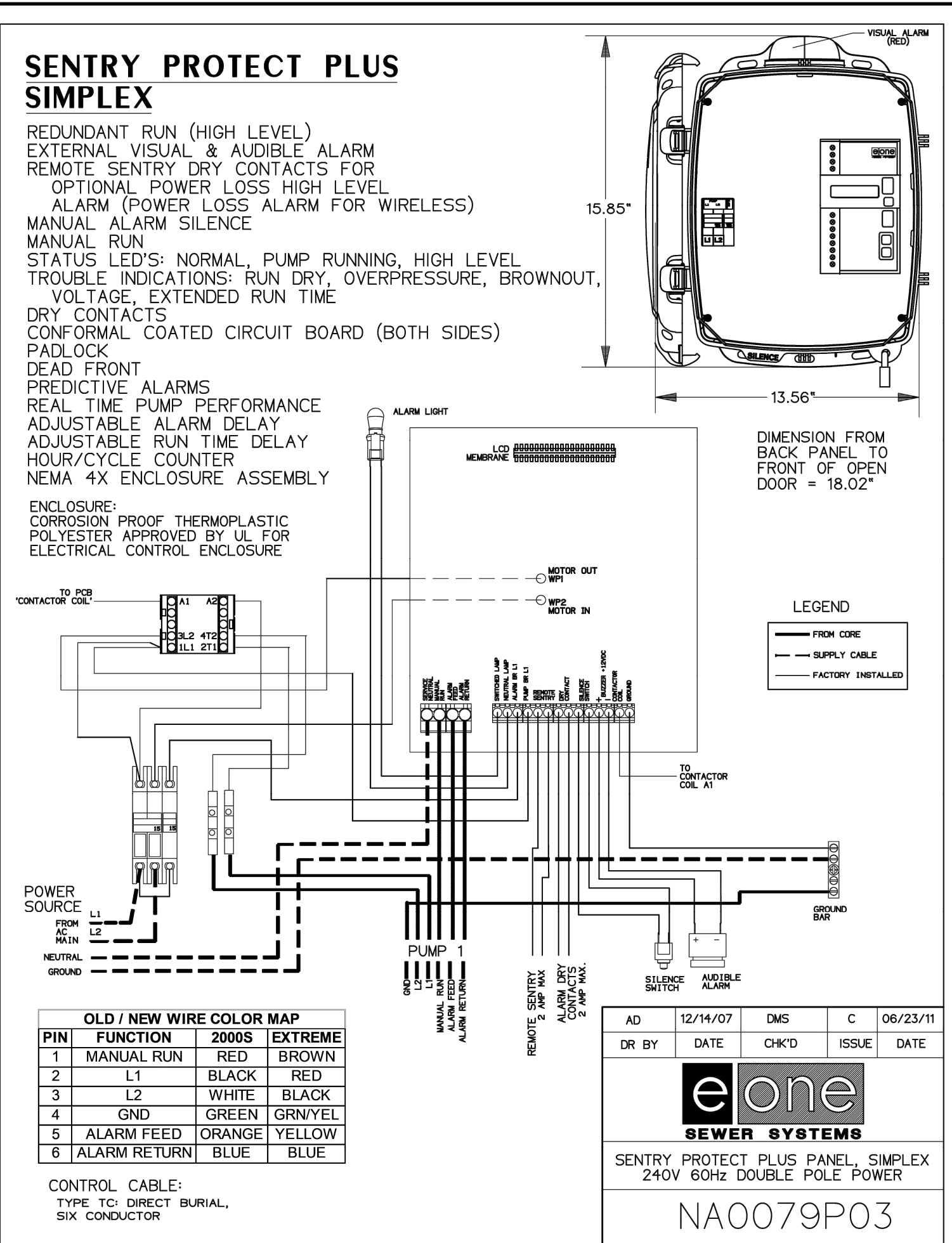
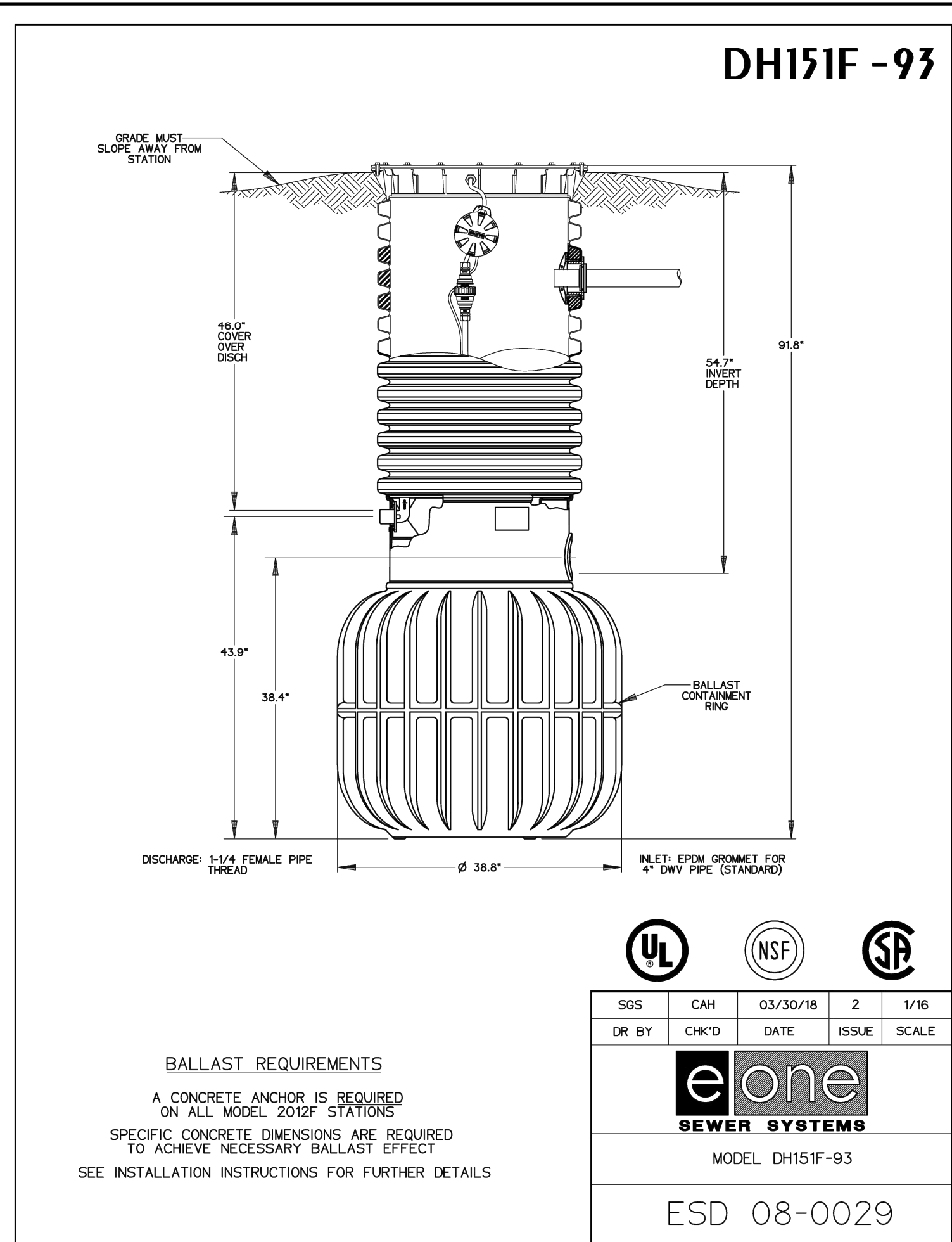
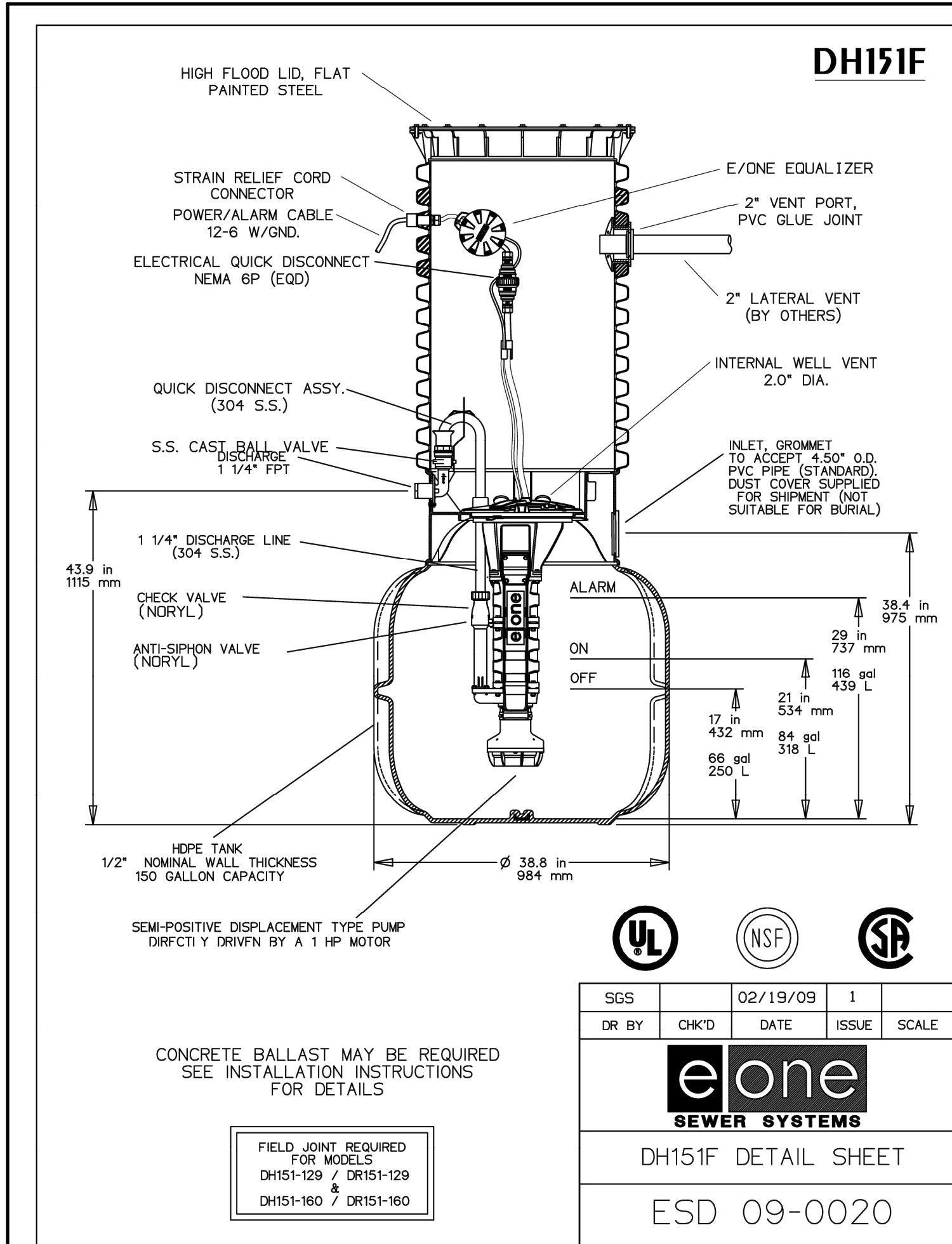


Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

* Preferred application on state-maintained roadways

Revision 3, May 2018

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DELAWARE 302.241.1441

KENNEDY PROPERTY
MINOR SUBDIVISION PLAN
LEWES AND REHOBOTH HUNDRED
CITY OF LEWES, SUSSEX COUNTY, DELAWARE

DATE	COMMENTS
09/15/2025	LEWES BOARD OF PUBLIC WORKS
11/11/2025	LEWES BOARD OF PUBLIC WORKS
12/03/2025	DELDOT ROAD
12/04/2025	LEWES BOARD OF PUBLIC WORKS

Date: MAY 9, 2025
Scale: NOT TO SCALE
Dwn.By: DKW
Proj.No.: 3311E001.A01

E-ONE
GRINDER
PUMP & DETAILS

C-105

Bluffton, Indiana 46714

SAMPLE MOTOR DATA SHEET

Customer: ENVIRONMENT ONE F.E. Model: 4109417405 PRL Cust. Part: HP 1.0 Type: CSIR

Application Description: SEWAGE GRINDER PUMP Sales Order No. MF03408

Comments: OVERLOAD TO BE RESELECTED DUE TO FAST CYCLE TIME

***** MOTOR DESCRIPTION *****

RPM 1725	HERTZ 60	Mounting	VERT DOWN
Volts 120/240	Ser.Factor 1.15	Shaft Position	BALL/BALL
FL Amps 12.8/6.4		Bearings	F
SF Amps		Ins. Class	40 °C
Phase 1	KVA Code H	Max. Ambient	48
		Frame	CONT
		Duty	CCW
		Rotation(LE)	
		Enclosure	
		Start Capacitor	475MFD;125V
		Run Capacitor	0
		S. S. Switch	294622081
		Motor Weight	22.7 LB.

***** AGENCY APPROVALS *****

Construction	Motor/Protector
UL	NA
CSA	NA

***** PROTECTOR INFORMATION *****

Protector Mfr.	NA
Part No.	4AM7DUH0800
File No.	

***** SAMPLE MOTOR PERFORMANCE *****

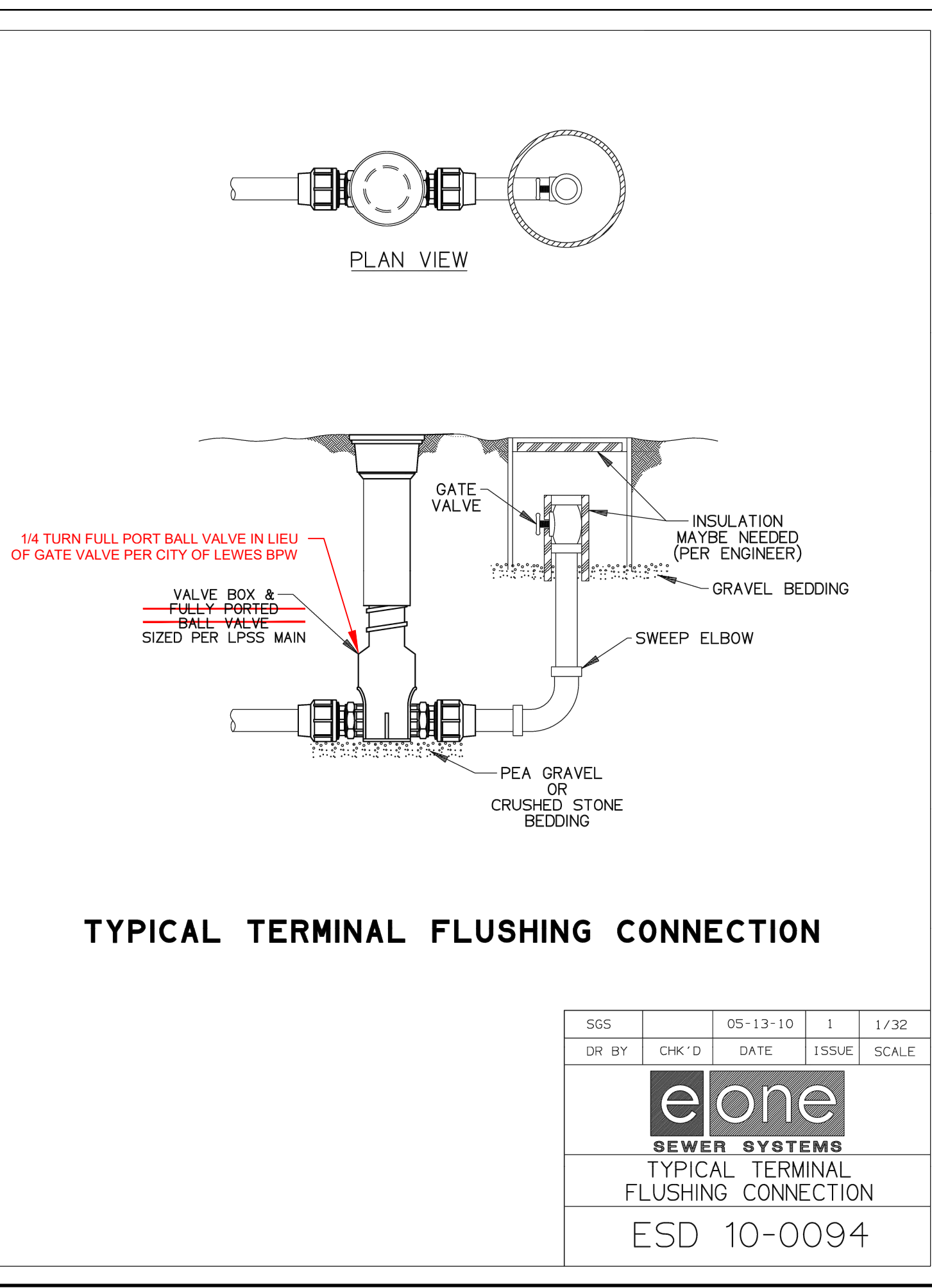
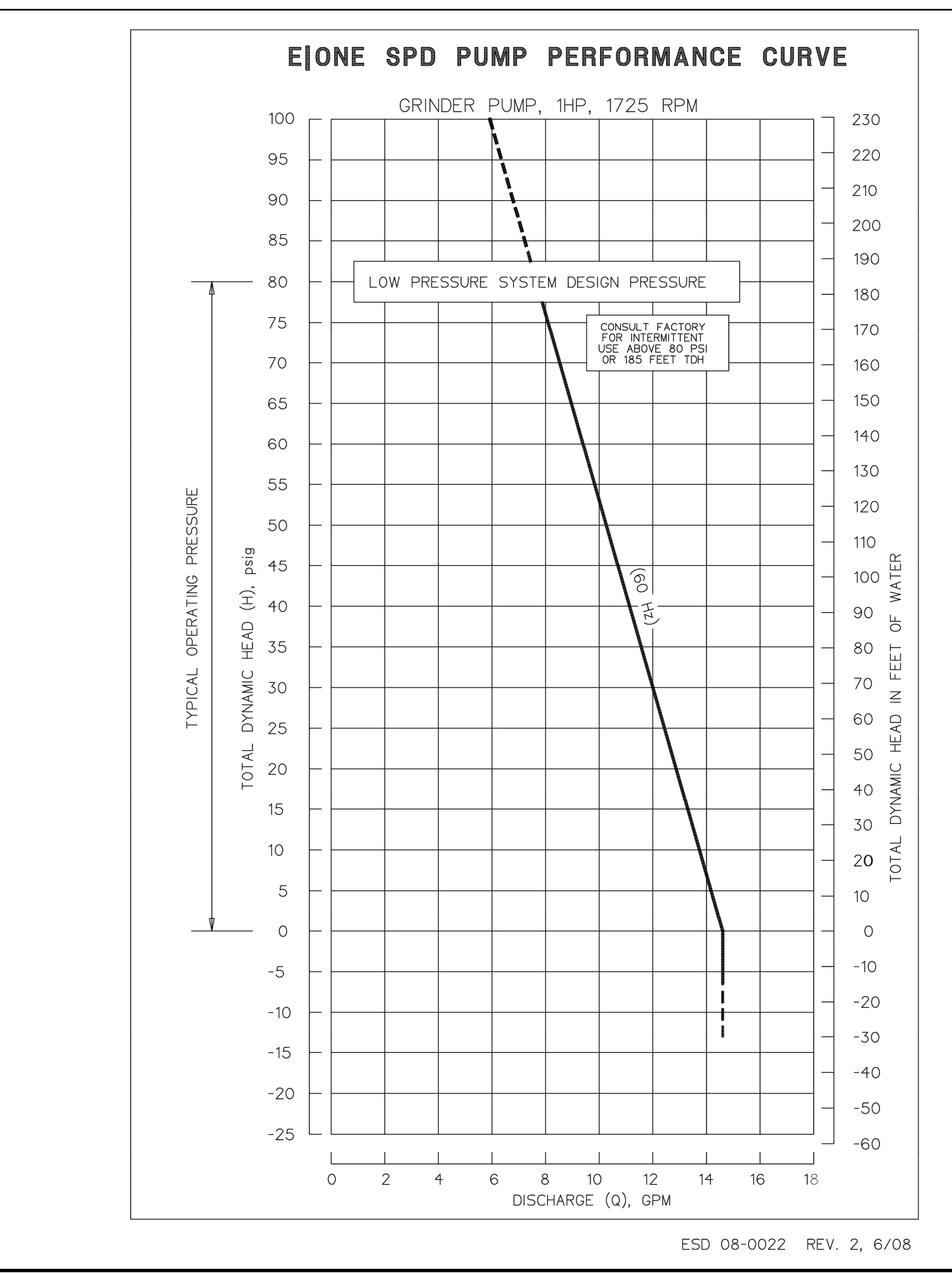
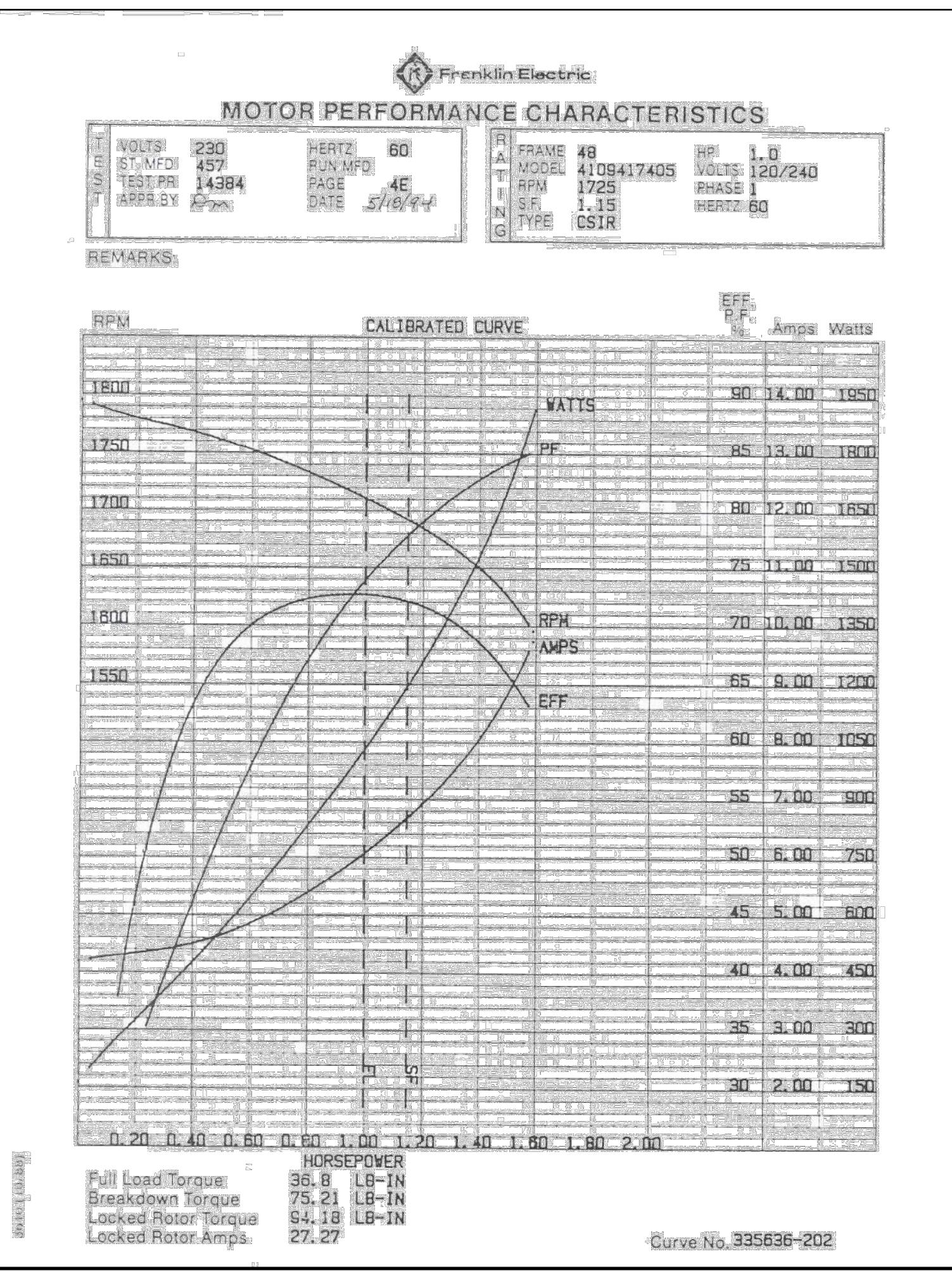
WTS 335636-202 Lab Test 14384 Pg 1

	No Load	Full Load	SF Load	Breakdown	Locked
Volts	240	240	240	240	240
Watts	205.5	1055	1214	6562	6562
Amps	4.576	6.19	6.73	29.2	29.2
RPM	1795	1720	1705		
Torque (lb in)		36.6	42.5	81.8	109.9
Efficiency		0.71	0.71		0.95
Power Factor	0.19	0.71	0.71		
Rise(Res.) °C		0.71	0.75		
Start Capacitor					457
Run Capacitor					

Submitted By: DAVE MCAFEE Date: 05-18-1994

***** CUSTOMER APPROVAL *****

By:	Title	Date



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