

GENERAL NOTES

1. THE PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATE AUGUST 2001 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS" DATED 2010, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISING.
2. THE CONTRACTOR SHALL GIVE TWO (2) WEEK NOTICE TO THE PROPERTY OWNER WHEN ANY FIXTURE, SHRUB OR OTHER OBJECT MUST BE REMOVED FROM THE RIGHT OF WAY OR EASEMENT AREA. IF THE OWNER HAS NOT ATTEMPTED TO SALVAGE THE PROPERTY, THE CONTRACTOR SHALL REMOVE IT WITHOUT OBLIGATION, COMPENSATION SHALL BE INCIDENTAL TO THE CONTRACT.
3. THE ENDS OF ALL CURBS SHALL BE DEPRESSED FLUSH WITH THE PAVEMENT AT A RATIO OF TWELVE TO ONE (12:1) UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL PROVIDE AND INSTALL PVC SLEEVES (4" INSIDE MINIMUM DIAMETER, 6" INSIDE MAXIMUM DIAMETER) IN PROPOSED CONCRETE SIDEWALKS, ISLANDS, AND MEDIANS FOR FUTURE TRAFFIC SIGN POSTS AS DIRECTED BY THE ENGINEER. THE LOWER END OF THE SLEEVE SHALL SIT ON THE TOP OF THE SUBBASE MATERIAL. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.
5. STAGING AREAS - 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 CONTRACT. IF THE STAGING AREA IS PAVED, IT SHALL BE RESTORED TO ITS ORIGINAL CONDITION. IF THE AREA IS UNPAVED IT SHALL BE RE-GRADED, TOPSOILED, SEEDED AND MULCHED IN ACCORDANCE WITH DELAWARE STANDARD SPECIFICATIONS 732, 734, AND 735, FOR TOPSOIL, SEED AND MULCH RESPECTIVELY, TO THE SATISFACTION OF THE ENGINEER. THE SEED SHALL ADHERE TO THE SPECIFICATIONS OF SECTION 734 FOR PERMANENT GRASS SEEDING DRY GROUND, ALL COSTS ASSOCIATED WITH RESTORATION OF THE STAGING AREA SHALL BE AT THE CONTRACTOR'S EXPENSE. IF THE ENGINEER DETERMINES THAT A SATISFACTORY STAND OF GRASS DOES NOT EXIST AT THE TIME OF FINAL INSPECTION, ALL COSTS ASSOCIATED WITH REESTABLISHING A SATISFACTORY STAND OF GRASS SHALL BE AT THE CONTRACTOR'S EXPENSE.
6. SITE REVIEWER - AN EROSION CONTROL SITE REVIEWER SHALL BE A PERSON FROM THE CONTRACTOR'S STAFF ASSIGNED TO EROSION AND SEDIMENT CONTROL IMPLEMENTATION AND MAINTENANCE AND SHALL BE REQUIRED ON SPECIFIC PROJECT. THE NAME AND DNREC CERTIFICATION NUMBER OF EACH SITE REVIEWER SO REQUIRED SHALL BE SUBMITTED TO THE DEPARTMENT SUPERVISION OF THE SITE REVIEWER, AS REQUIRED UNDER SECTION 12.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS, SHALL ALSO BE SUBMITTED TO THE DEPARTMENT AT THE TIME OF THE BID. THE SITE REVIEWER REQUIREMENTS IN EFFECT ON THIS PROJECT SHALL BE MARKED WITH AN "X" BELOW.

EROSION POTENTIAL FOR THIS PROJECT	SITE REVIEWER REQUIREMENT
(X) INSIGNIFICANT	NONE
() MINOR	CONTRACTOR CERTIFICATION COURSE TRAINING ONLY, AS DEFINED IN SECTION 13 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
() MEDIUM	AT THE TIME OF BID OF THE CONTRACT, EITHER THE SUPERINTENDENT OR A SEPARATE INDIVIDUAL FROM THE CONTRACTOR'S STAFF SHALL BE A CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 12 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
() MAJOR	SUPERINTENDENT AND AN INDIVIDUAL FROM CONTRACTOR'S STAFF SHALL BE CCR. ONE INDIVIDUAL FROM THE CONTRACTOR'S STAFF MUST BE A CCR AT THE TIME OF BID OF THE CONTRACT. THE SUPERINTENDENT MUST BECOME A CCR WITHIN ONE YEAR AFTER THE AWARD OF CONTRACT.

7. ELECTRONIC PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR SHALL INCLUDE:

()	NONE
()	ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER.
(X)	RASTER FILES, IN .CAL FILE FORMAT, FOR ALL PLAN SHEETS.
()	EXISTING DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
()	PROPOSED DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
()	DESIGN FILE, IN .DGN FILE FORMAT, CONTAINING ONLY THE PROPOSED 3D TRIANGLES OF THE PROPOSED DIGITAL TERRAIN MODEL (DTM).

8. PROJECT LOCATIONS - THE SAFE ROUTES TO SCHOOL INFRASTRUCTURE IN KENT COUNTY, CONTRACT NO. T201069001 INCLUDES IMPROVEMENTS AT FIVE (5) SCHOOLS IN FOUR (4) LOCATIONS:
CITY OF HARRINGTON: LAKE FOREST SOUTH ELEMENTARY SCHOOL / W.T. CHIPMAN MIDDLE SCHOOL
TOWN OF CAMDEN/TOWN OF WYOMING: FRED FIFER III MIDDLE SCHOOL
CITY OF DOVER: TOWNE POINT ELEMENTARY SCHOOL
CITY OF DOVER: CENTRAL MIDDLE SCHOOL
9. THE DISTURBED AREA FOR EACH PROJECT SITE IS
CITY OF HARRINGTON - 0.30 ACRE
TOWN OF CAMDEN / WYOMING - 0.08 ACRE
CITY OF DOVER (TOWNE POINT ELEMENTARY SCHOOL) - 0.25 ACRE
CITY OF DOVER (CENTRAL MIDDLE SCHOOL) - 0.09 ACRE

PROJECT NOTES

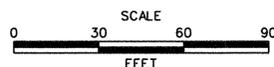
1. THE CONTRACTOR IS HEREBY NOTIFIED THAT THE COMPLETION OF THE PROPOSED IMPROVEMENTS HAS SIGNIFICANT IMPACTS ON THE PROSPECTIVE SCHOOLS, A BAR CHART SCHEDULE IS REQUIRED.
2. ALL UTILITIES PLOTTED ON THE PLAN SHEETS ARE FROM THE BEST AVAILABLE INFORMATION. THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ARE APPROXIMATE. SEVERAL ACTIVE UNDERGROUND UTILITY FACILITIES EXIST IN CLOSE PROXIMITY TO THE EXCAVATION LIMITS OF THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND/OR SUPPORTING ALL ACTIVE UTILITIES WITHIN THE PROJECT LIMITS. THE CONTRACTOR IS FOREWARNED THAT BURIED UTILITIES MAY NEED TO BE PROTECTED FROM CONSTRUCTION EQUIPMENT WHILE THE CONTRACTOR IS EXCAVATING ON THIS CONTRACT. THE COST FOR PROTECTING AND SUPPORTING ACTIVE UTILITIES IS INCIDENTAL TO THE CONTRACT'S EXCAVATION ITEMS.
3. THE DESIGN OF THIS PROJECT HAS INCORPORATED FACILITIES FOR THE ELDERLY AND HANDICAPPED IN COMPLIANCE WITH STATE AND FEDERAL REGULATIONS.

CONSTRUCTION PHASING AND MOT NOTES

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
2. THE CONTRACTOR SHALL STABILIZE ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY. THE INTENTION OF STABILIZATION IS TO ENSURE THAT NO SEDIMENT LADEN RUNOFF LEAVES THE SITE WITHOUT BEING TREATED.
3. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL ENSURE THAT ALL AREAS WITHIN THE CONSTRUCTION ZONE ARE PROTECTED FROM VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL. ANY REQUIRED SIGNAGE, STEEL PLATES, WARNING SIGNS, CLOSURE OF EQUIPMENT ACCESS ETC. SHALL BE PERFORMED IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL AND SHALL BE PAID FOR UNDER ITEM 763500 MAINTENANCE OF TRAFFIC.
4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
5. VEHICULAR AND PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ACCESS TO BUILDINGS WITH NO ALTERNATE ENTRANCE ON SIDE OR BACK SHALL BE COORDINATED WITH THE ENGINEER AND PROPERTY OWNER IN ADVANCE OF CLOSURE. ALL WORK AND MATERIALS TO PROVIDE AND MAINTAIN THIS ACCESS SHALL BE INCIDENTAL TO ITEM 763500 - MAINTENANCE OF TRAFFIC.
6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SAFETY BY IMPLEMENTING PEDESTRIAN DETOURS IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL DURING ALL PHASES OF CONSTRUCTION TO SHIFT PEDESTRIAN TRAFFIC ON OPPOSITE SIDE OF THE WORK ZONE. THE LENGTH OF PEDESTRIAN DETOURS SHALL NOT EXTEND BEYOND IMMEDIATE INTERSECTIONS OF WORK ZONE.
7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND ALONG PEDESTRIAN FACILITIES AT ALL TIMES DURING CONSTRUCTION. TEMPORARY PEDESTRIAN FACILITIES SHALL BE PROVIDED AT ALL LOCATIONS WHERE WORK EXTENDS INTO EXISTING PEDESTRIAN FACILITIES. EARTH, STONE, AND GRAVEL SURFACES ARE NOT ACCEPTABLE FOR PROVIDING PEDESTRIAN ACCESS. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE PEDESTRIAN ACCESS SHALL BE PROVIDED USING CASE 16 OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR TO THE SATISFACTION OF THE ENGINEER AND SHALL MATCH EXISTING CONDITIONS. THE COST FOR ANY PROVISIONS SHALL BE INCIDENTAL TO ITEM *763500, MAINTENANCE OF TRAFFIC.
8. ALL SIDEWALK REPAIR AND RAMP IMPROVEMENT OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL.
9. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVEMENT WIDENING OPERATIONS, PAVING OPERATIONS, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 6 OF THE TRAFFIC CONTROL MANUAL. MAINTENANCE OF TRAFFIC DURING SHOULDER CLOSURES ON TWO-LANE ROADWAYS SHALL CONFORM TO CASE 2 OF THE TRAFFIC CONTROL MANUAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH OTHER CONTRACTORS IN THE AREA.
11. WHERE TYPICAL TRAFFIC CONTROL CASES FROM DELDOT'S TRAFFIC CONTROL MANUAL ARE USED, THE CONTRACTOR SHALL REVIEW THE REQUIRED SIGNAGE AND TRAFFIC CONTROL DEVICES WITH THE ENGINEER TO ENSURE THEIR APPLICABILITY PRIOR TO IMPLEMENTATION. LONGITUDINAL DIMENSIONS FOR PLACEMENT OF PERMANENT OR TEMPORARY WARNING SIGNS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL PERMANENT SIGNING SHALL BE 7' HIGH AND ALL TEMPORARY SIGNING SHALL BE 5' HIGH.
12. ALL MATERIALS AND WORKMANSHIP SHALL MEET THE STATE OF DELAWARE'S LATEST STANDARDS AND SPECIFICATIONS.
13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.



ADDENDUMS / REVISIONS

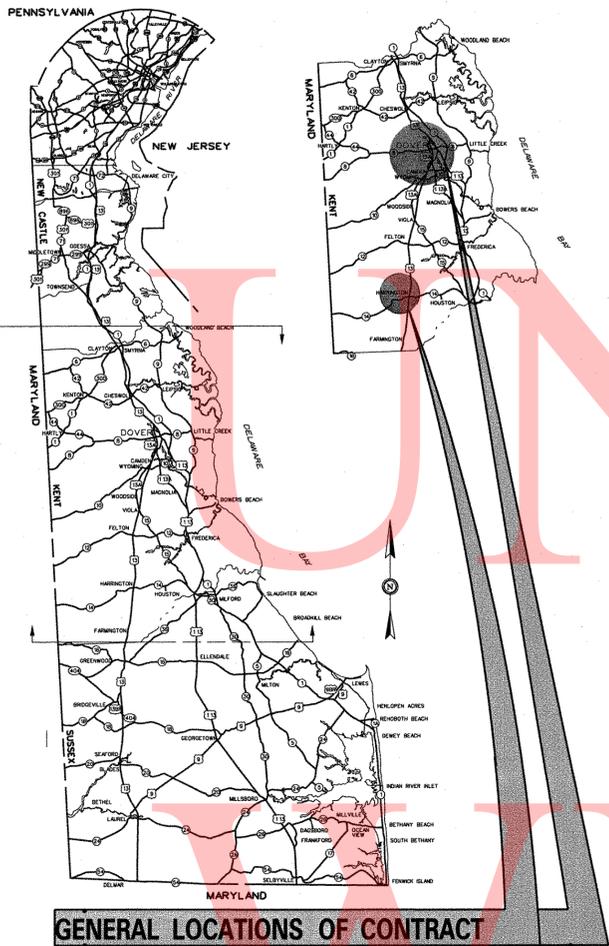


SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY: DD	
COUNTY	CHECKED BY: MJR	
KENT		

NOTES

SHEET NO.	2
TOTAL SHTS.	76



**THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION**



**CONSTRUCTION PLANS FOR:
CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL, INFRASTRUCTURE 2010
KENT COUNTY**

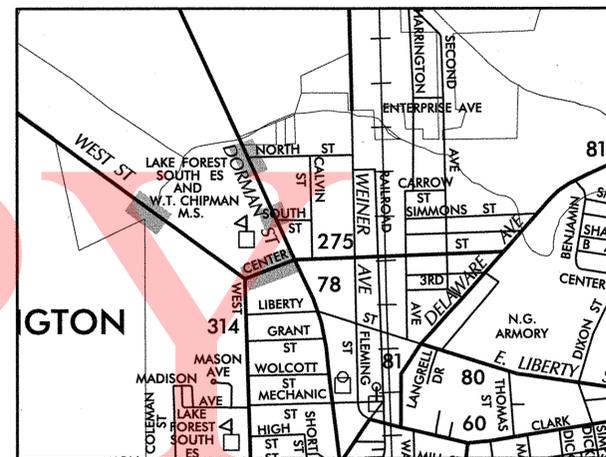
CONTRACT NUMBER: T201069001
FEDERAL AID PROJECT NUMBER: ESTP-2009(44)

COUNTY: KENT M.R. #: XXXX
FROM MILEPOST XXXX TO MILEPOST XXX
ROADWAY LENGTH: XXXX FEET = XXX MILES

**U.S.
CUSTOMARY
UNITS**

INDEX OF SHEETS, CITY OF HARRINGTON

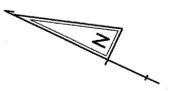
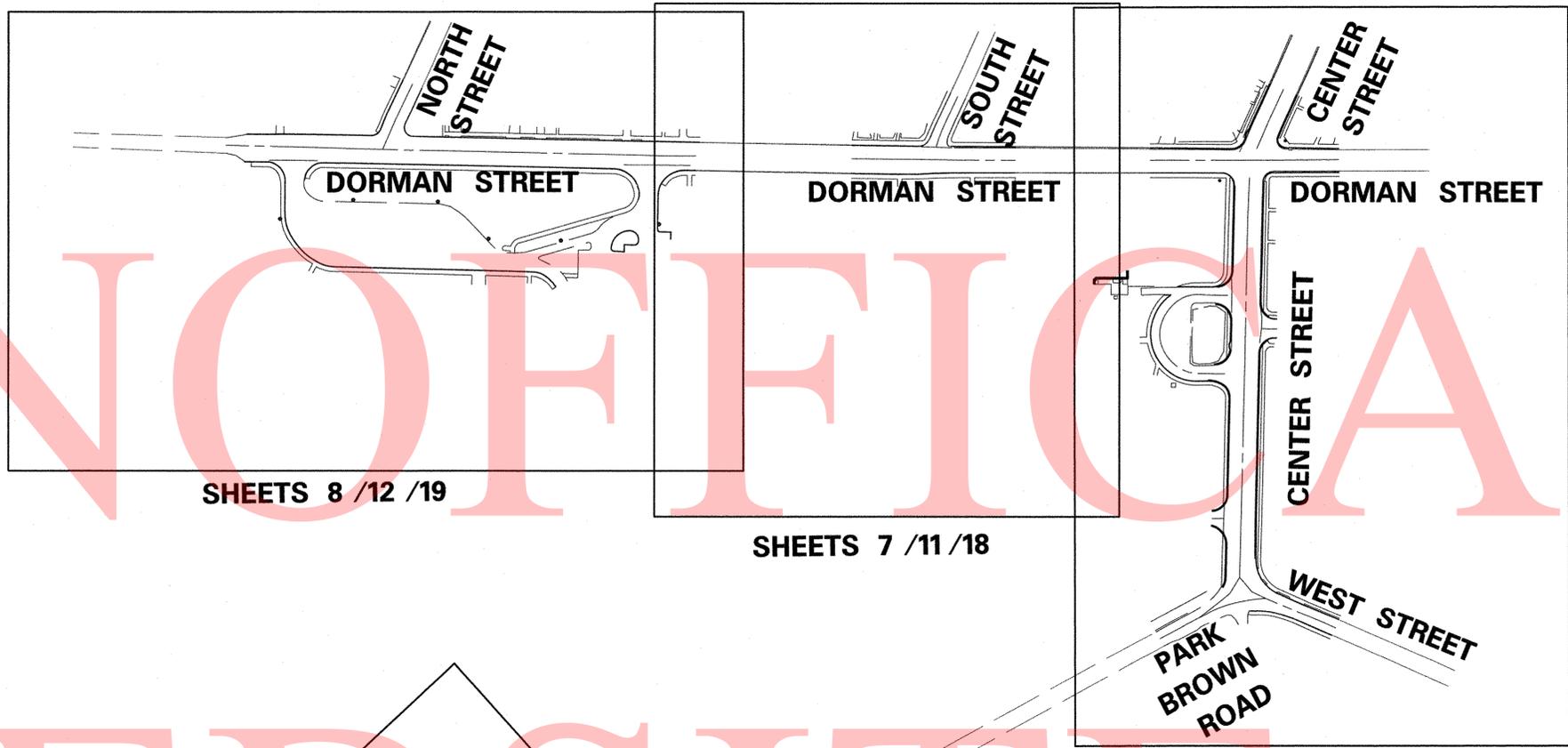
TABLE OF CONTENTS	
SHEET NO.	
3	TITLE SHEET - LAKE FOREST SOUTH ELEM. AND W.T. CHIPMAN MIDDLE SCHOOL
4	PLAN SHEET INDEX - LAKE FOREST SOUTH ELEM. AND W.T. CHIPMAN MIDDLE SCHOOL
5-8	CONSTRUCTION PLANS - LAKE FOREST SOUTH ELEM. AND W.T. CHIPMAN MIDDLE SCHOOL
9-12	SIGNING PLANS - LAKE FOREST SOUTH ELEM. AND W.T. CHIPMAN MIDDLE SCHOOL
13-15	CONSTRUCTION DETAILS - LAKE FOREST SOUTH ELEM. AND W.T. CHIPMAN MIDDLE SCHOOL
16-19	CONSTRUCTION PHASING AND M.O.T. PLANS - LAKE FOREST SOUTH ELEM. AND W.T. CHIPMAN MIDDLE SCHOOL
TOTAL SHEETS FOR CITY OF HARRINGTON: 17	
TOTAL SHEETS FOR CONTRACT: 76	



PROJECT LOCATION

SCALE: N. T. S.

UNOFFICIAL
WEB SITE
COPY

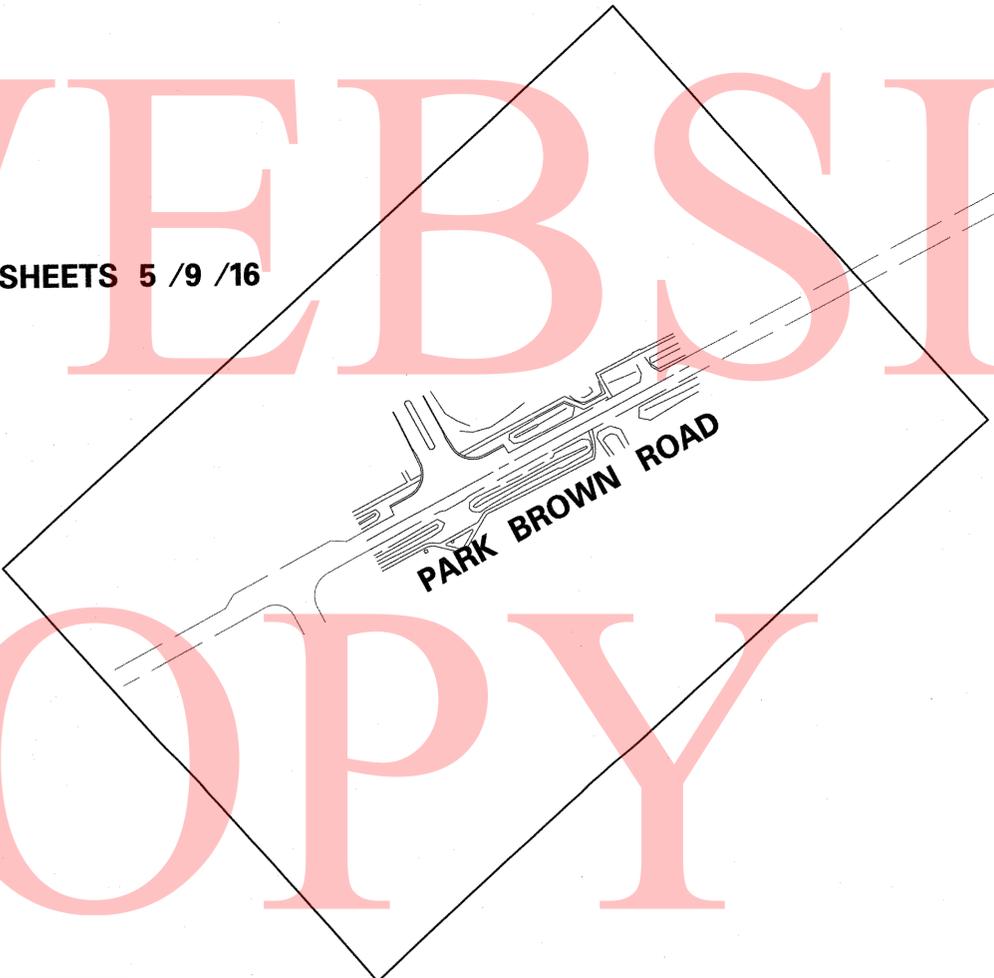


SHEETS 8 /12 /19

SHEETS 7 /11 /18

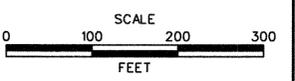
SHEETS 6 /10 /17

SHEETS 5 /9 /16



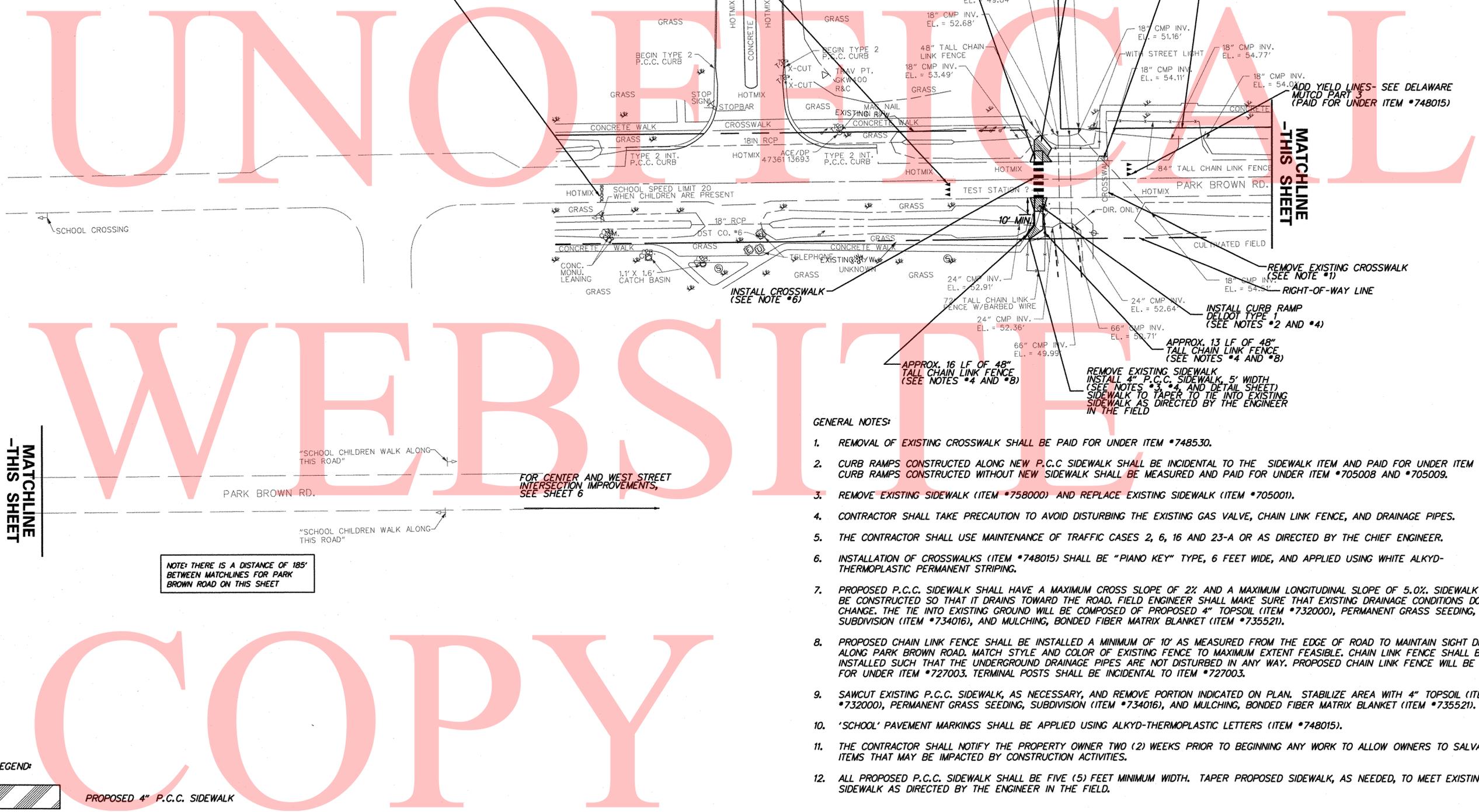
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WEBSITE
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ADDENDUMS / REVISIONS	



CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	SJR
COUNTY	CHECKED BY:	MJR
KENT		

SHEET NO.	4
TOTAL SHTS.	76



INSTALL CURB RAMP AND
(SEE NOTE #2 AND
DETAIL SHEET)

REMOVE EXISTING SIDEWALK
INSTALL 4" P.C.C. SIDEWALK
(SEE NOTES #3, #7, AND
DETAIL SHEET)

REMOVE EXISTING P.C.C. SIDEWALK
(SEE NOTE #9)

RIGHT-OF-WAY LINE

ADD YIELD LINES- SEE DELAWARE
MUTCD PART 3
(PAID FOR UNDER ITEM #748015)

ADD YIELD LINES- SEE DELAWARE
MUTCD PART 3
(PAID FOR UNDER ITEM #748015)

INSTALL 'SCHOOL' PAVEMENT MARKING,
SEE DELAWARE MUTCD PART 7 AND
PLAN SHEET NOTE #10 FOR DETAILS

MATCHLINE
-THIS SHEET

MATCHLINE
-THIS SHEET

"SCHOOL CHILDREN WALK ALONG
THIS ROAD"

PARK BROWN RD.

"SCHOOL CHILDREN WALK ALONG
THIS ROAD"

FOR CENTER AND WEST STREET
INTERSECTION IMPROVEMENTS,
SEE SHEET 6

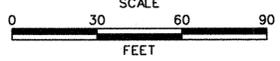
NOTE: THERE IS A DISTANCE OF 185'
BETWEEN MATCHLINES FOR PARK
BROWN ROAD ON THIS SHEET

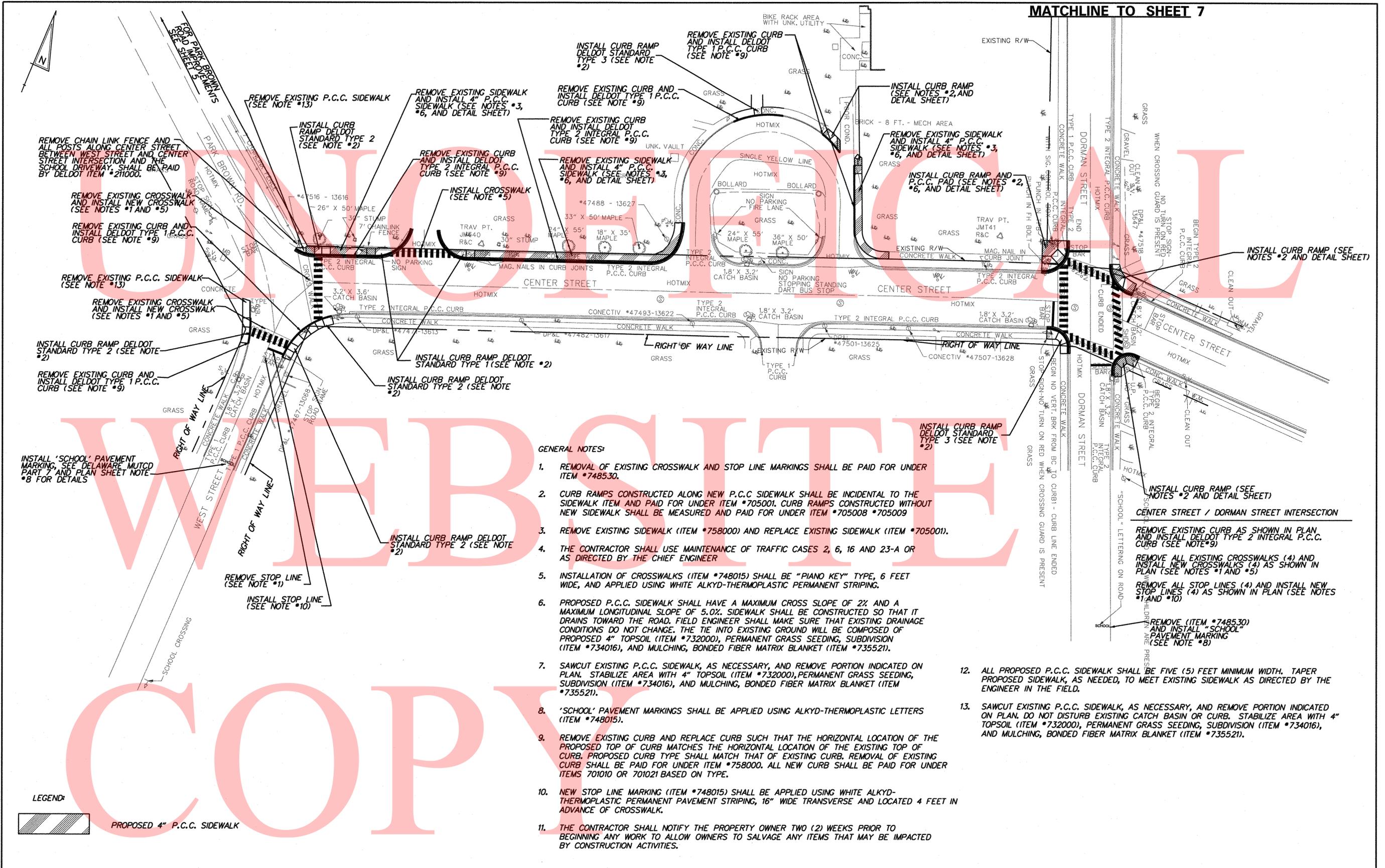
GENERAL NOTES:

1. REMOVAL OF EXISTING CROSSWALK SHALL BE PAID FOR UNDER ITEM #748530.
2. CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM #705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM #705008 AND #705009.
3. REMOVE EXISTING SIDEWALK (ITEM #758000) AND REPLACE EXISTING SIDEWALK (ITEM #705001).
4. CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING GAS VALVE, CHAIN LINK FENCE, AND DRAINAGE PIPES.
5. THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER.
6. INSTALLATION OF CROSSWALKS (ITEM #748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
7. PROPOSED P.C.C. SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.0%. SIDEWALK SHALL BE CONSTRUCTED SO THAT IT DRAINS TOWARD THE ROAD. FIELD ENGINEER SHALL MAKE SURE THAT EXISTING DRAINAGE CONDITIONS DO NOT CHANGE. THE TIE INTO EXISTING GROUND WILL BE COMPOSED OF PROPOSED 4" TOPSOIL (ITEM #732000), PERMANENT GRASS SEEDING, SUBDIVISION (ITEM #734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM #735521).
8. PROPOSED CHAIN LINK FENCE SHALL BE INSTALLED A MINIMUM OF 10' AS MEASURED FROM THE EDGE OF ROAD TO MAINTAIN SIGHT DISTANCE ALONG PARK BROWN ROAD. MATCH STYLE AND COLOR OF EXISTING FENCE TO MAXIMUM EXTENT FEASIBLE. CHAIN LINK FENCE SHALL BE INSTALLED SUCH THAT THE UNDERGROUND DRAINAGE PIPES ARE NOT DISTURBED IN ANY WAY. PROPOSED CHAIN LINK FENCE WILL BE PAID FOR UNDER ITEM #727003. TERMINAL POSTS SHALL BE INCIDENTAL TO ITEM #727003.
9. SAWCUT EXISTING P.C.C. SIDEWALK, AS NECESSARY, AND REMOVE PORTION INDICATED ON PLAN. STABILIZE AREA WITH 4" TOPSOIL (ITEM #732000), PERMANENT GRASS SEEDING, SUBDIVISION (ITEM #734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM #735521).
10. 'SCHOOL' PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM #748015).
11. THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.
12. ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH. TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.

LEGEND:

 PROPOSED 4" P.C.C. SIDEWALK

 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS		SCALE  FEET	CITY OF HARRINGTON SAFE ROUTES TO SCHOOL KENT COUNTY		CONTRACT T201069001	FAP NO. ESTP-2009(44)	LAKE FOREST SOUTH ELEMENTARY SCHOOL/ CHIPMAN MIDDLE SCHOOL CONSTRUCTION PLAN	SHEET NO. 5
					COUNTY KENT	DESIGNED BY: SJR	TOTAL SHTS. 76		
					CHECKED BY: MJR				



GENERAL NOTES:

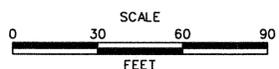
1. REMOVAL OF EXISTING CROSSWALK AND STOP LINE MARKINGS SHALL BE PAID FOR UNDER ITEM #748530.
2. CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM #705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM #705008 #705009
3. REMOVE EXISTING SIDEWALK (ITEM #758000) AND REPLACE EXISTING SIDEWALK (ITEM #705001).
4. THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER
5. INSTALLATION OF CROSSWALKS (ITEM #748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
6. PROPOSED P.C.C. SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.0%. SIDEWALK SHALL BE CONSTRUCTED SO THAT IT DRAINS TOWARD THE ROAD. FIELD ENGINEER SHALL MAKE SURE THAT EXISTING DRAINAGE CONDITIONS DO NOT CHANGE. THE TIE INTO EXISTING GROUND WILL BE COMPOSED OF PROPOSED 4" TOPSOIL (ITEM #732000), PERMANENT GRASS SEEDING, SUBDIVISION (ITEM #734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM #735521).
7. SAWCUT EXISTING P.C.C. SIDEWALK, AS NECESSARY, AND REMOVE PORTION INDICATED ON PLAN. STABILIZE AREA WITH 4" TOPSOIL (ITEM #732000), PERMANENT GRASS SEEDING, SUBDIVISION (ITEM #734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM #735521).
8. 'SCHOOL' PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM #748015).
9. REMOVE EXISTING CURB AND REPLACE CURB SUCH THAT THE HORIZONTAL LOCATION OF THE PROPOSED TOP OF CURB MATCHES THE HORIZONTAL LOCATION OF THE EXISTING TOP OF CURB. PROPOSED CURB TYPE SHALL MATCH THAT OF EXISTING CURB. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM #758000. ALL NEW CURB SHALL BE PAID FOR UNDER ITEMS 701010 OR 701021 BASED ON TYPE.
10. NEW STOP LINE MARKING (ITEM #748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
11. THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.
12. ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH. TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
13. SAWCUT EXISTING P.C.C. SIDEWALK, AS NECESSARY, AND REMOVE PORTION INDICATED ON PLAN. DO NOT DISTURB EXISTING CATCH BASIN OR CURB. STABILIZE AREA WITH 4" TOPSOIL (ITEM #732000), PERMANENT GRASS SEEDING, SUBDIVISION (ITEM #734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM #735521).

LEGEND:

 PROPOSED 4" P.C.C. SIDEWALK

ADDENDUMS / REVISIONS

NO.	DATE	DESCRIPTION

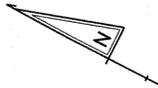


CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	SJR
COUNTY	CHECKED BY:	MJR
KENT		

LAKE FOREST SOUTH
ELEMENTARY SCHOOL
CHIPMAN MIDDLE SCHOOL
CONSTRUCTION PLAN

SHEET NO.	6
TOTAL SHTS.	76



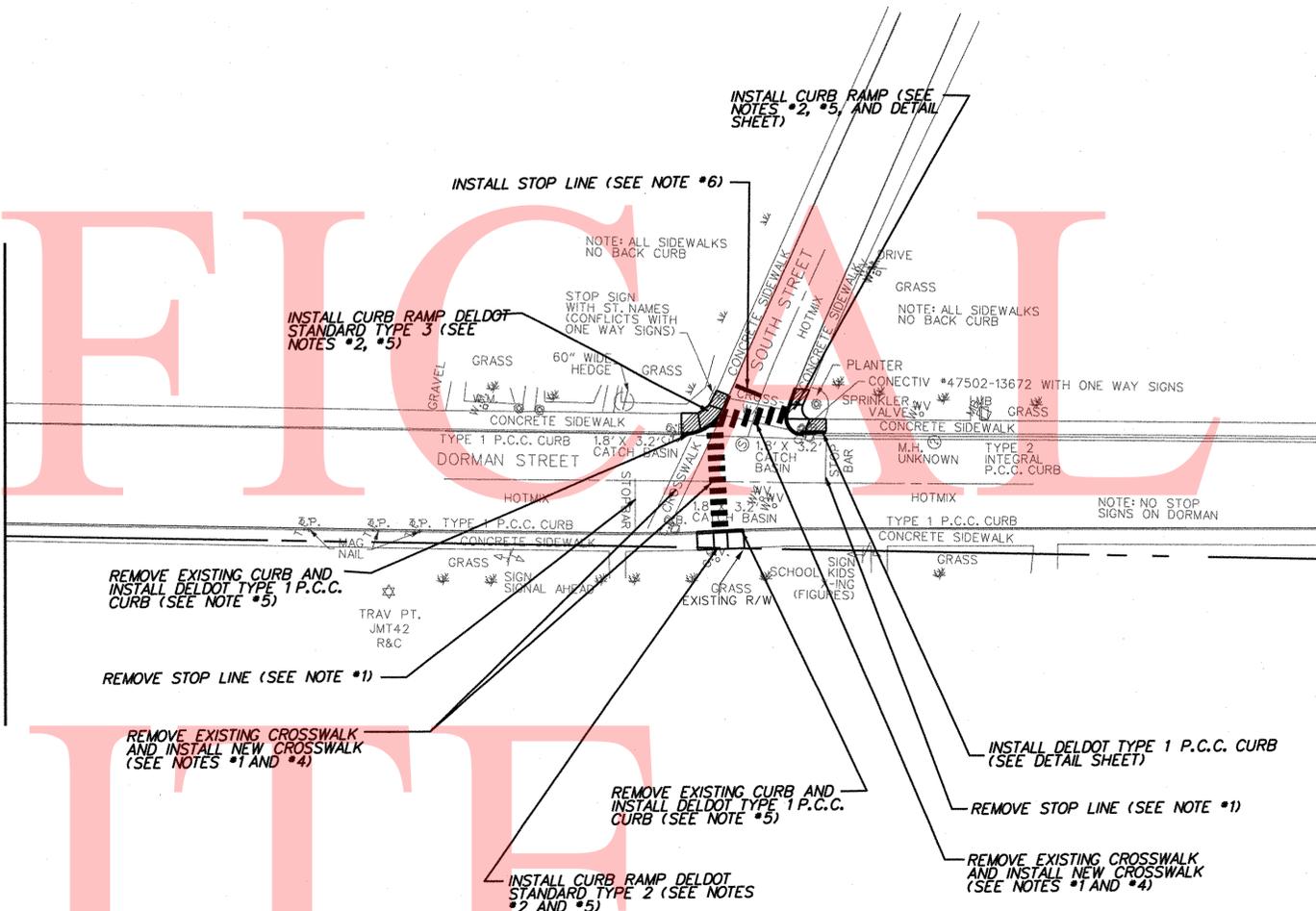
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WEBSITE

COPY

MATCHLINE TO SHEET 8

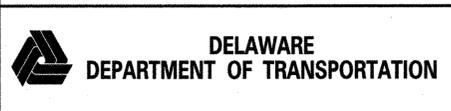
MATCHLINE TO SHEET 6



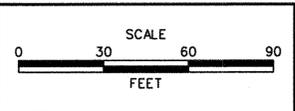
GENERAL NOTES:

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2. CURB RAMPS CONSTRUCTED ALONG NEW P.C.C SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009.
3. THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER
4. INSTALLATION OF CROSSWALKS (ITEM *748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
5. REMOVE EXISTING CURB AND REPLACE CURB SUCH THAT THE HORIZONTAL LOCATION OF THE PROPOSED TOP OF CURB MATCHES THE HORIZONTAL LOCATION OF THE EXISTING TOP OF CURB. PROPOSED CURB TYPE SHALL MATCH THAT OF EXISTING CURB. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM *758000 AND NEW CURB SHALL BE PAID FOR UNDER ITEM *701010.
6. NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
7. CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASINS AND UTILITY POLES. WHEN UTILITY POLE IS LOCATED IN THE SIDEWALK, THE CONCRETE SHALL BE BOXED OUT AND HOT MIX (ITEM *406501) SHALL BE PLACED DIRECTLY AROUND THE UTILITY POLE AS DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.
9. ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH. TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.

LEGEND:



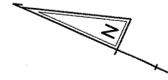
ADDENDUMS / REVISIONS	



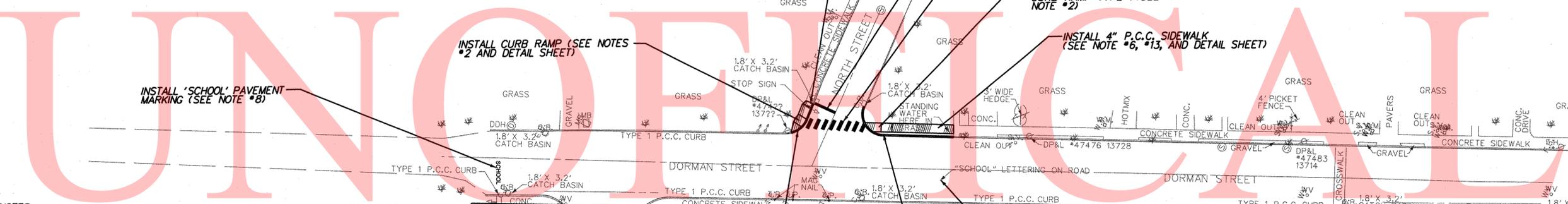
**CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT T201069001	FAP NO. ESTP-2009(44)
COUNTY KENT	DESIGNED BY: SJR
	CHECKED BY: MJR

LAKE FOREST SOUTH ELEMENTARY SCHOOL/ CHIPMAN MIDDLE SCHOOL CONSTRUCTION PLAN	SHEET NO. 7
	TOTAL SHTS. 76



MATCHLINE TO SHEET 7



GENERAL NOTES:

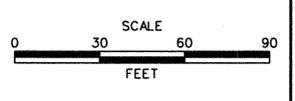
1. REMOVAL OF EXISTING 'SCHOOL' PAVEMENT MARKINGS SHALL BE PAID FOR UNDER ITEM *748530.
2. CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009.
3. REMOVE EXISTING SIDEWALK (ITEM *758000) AND REPLACE EXISTING SIDEWALK (ITEM *705001).
4. THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER
5. INSTALLATION OF CROSSWALKS (ITEM *748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
6. PROPOSED P.C.C. SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.0%. SIDEWALK SHALL BE CONSTRUCTED SO THAT IT DRAINS TOWARD THE ROAD. FIELD ENGINEER SHALL MAKE SURE THAT EXISTING DRAINAGE CONDITIONS DO NOT CHANGE. THE TIE INTO EXISTING GROUND WILL BE COMPOSED OF PROPOSED 4" TOPSOIL (ITEM *732000), PERMANENT GRASS SEEDING, SUBDIVISION (ITEM *734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
7. SAWCUT EXISTING P.C.C. SIDEWALK, AS NECESSARY, AND REMOVE PORTION INDICATED ON PLAN. STABILIZE AREA WITH 4" TOPSOIL (ITEM *732000), PERMANENT GRASS SEEDING, SUBDIVISION (ITEM *734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
8. 'SCHOOL' PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM *748015).
9. REMOVE EXISTING CURB AND REPLACE CURB SUCH THAT THE HORIZONTAL LOCATION OF THE PROPOSED TOP OF CURB MATCHES THE HORIZONTAL LOCATION OF THE EXISTING TOP OF CURB. PROPOSED CURB TYPE SHALL MATCH THAT OF EXISTING CURB. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM *758000 AND NEW CURB SHALL BE PAID FOR UNDER ITEM *701010.
10. NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
11. THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.
12. ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH. TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
13. CONTRACTOR SHALL TIE PROPOSED CURB RAMPS OR SIDEWALK INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM *705001.

LEGEND:



DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS



CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	SJR
COUNTY	CHECKED BY:	MJR
KENT		

LAKE FOREST SOUTH
ELEMENTARY SCHOOL /
CHIPMAN MIDDLE SCHOOL
CONSTRUCTION PLAN

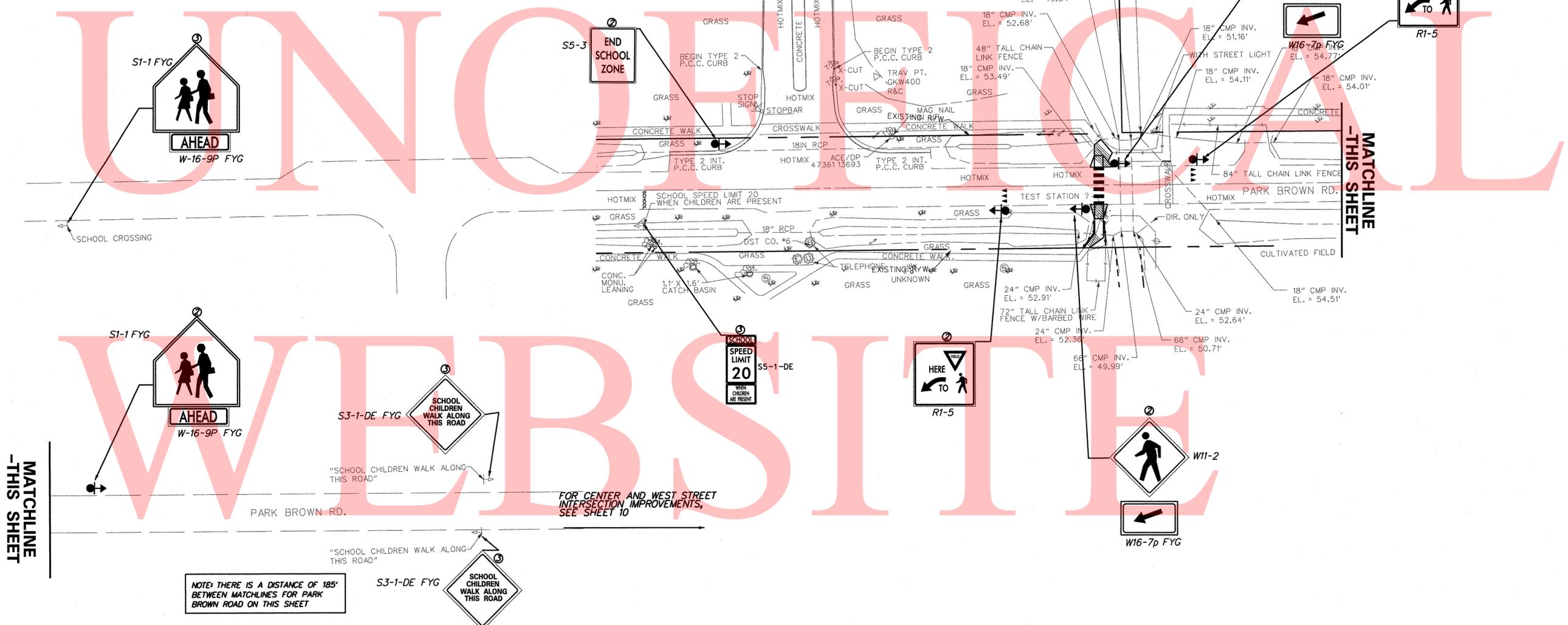
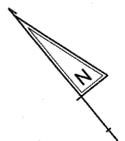
SHEET NO.	8
TOTAL SHTS.	76

GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

CONSTRUCTION DETAILS:

1. REMOVE EXISTING SIGN.
2. INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
3. REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
4. REPOSITION EXISTING SIGN.



MATCHLINE - THIS SHEET

MATCHLINE - THIS SHEET

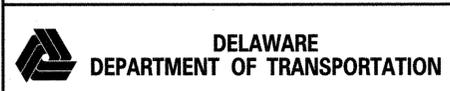
NOTE: THERE IS A DISTANCE OF 185' BETWEEN MATCHLINES FOR PARK BROWN ROAD ON THIS SHEET

FOR CENTER AND WEST STREET INTERSECTION IMPROVEMENTS, SEE SHEET 10

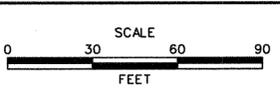
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LEGEND:

- EXISTING SIGN
- PROPOSED SIGN



ADDENDUMS / REVISIONS	

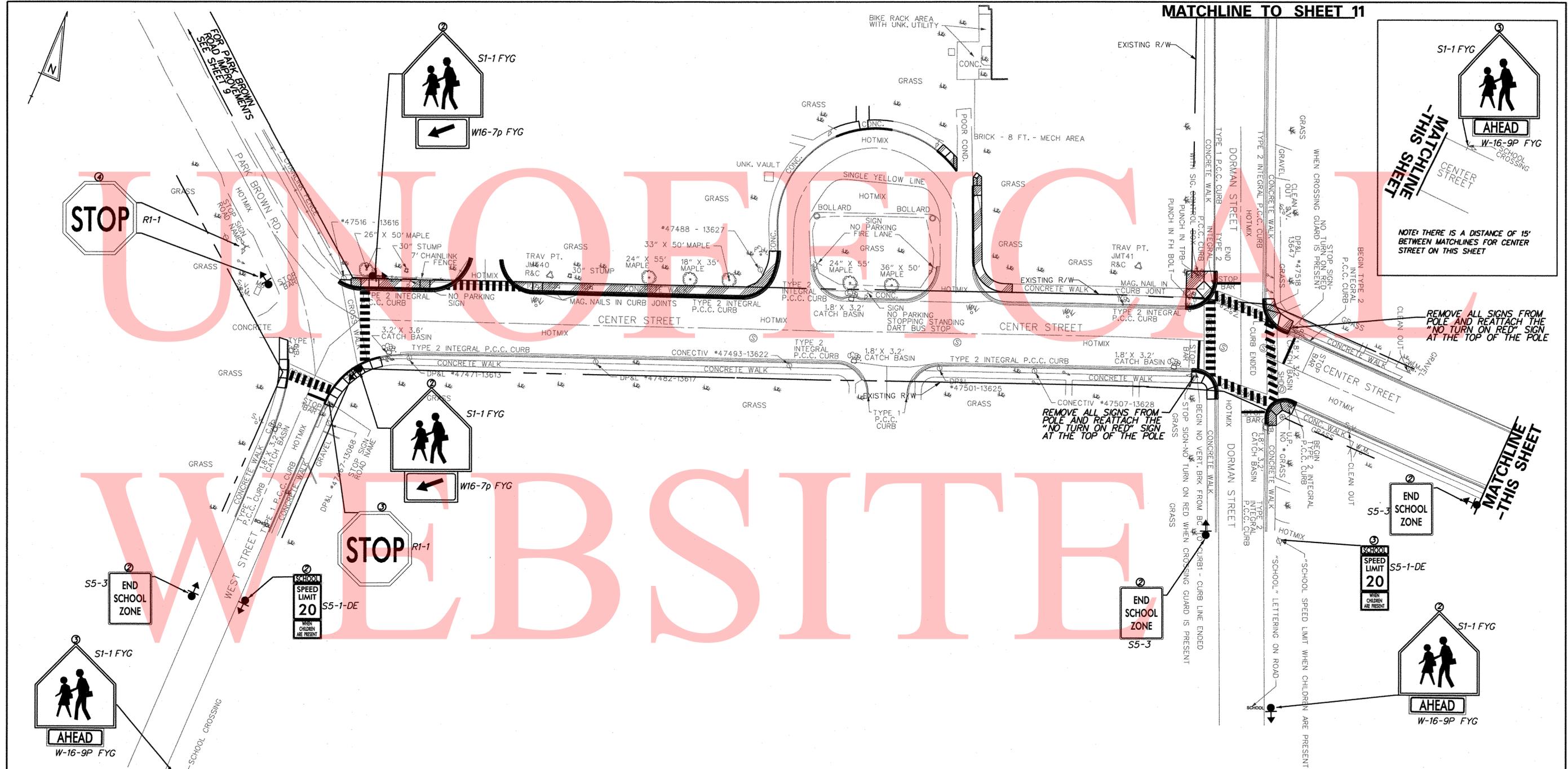


**CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT T201069001	FAP NO. DESIGNED BY: SJR	ESTP-2009(44)
COUNTY KENT	CHECKED BY: MJR	

**LAKE FOREST SOUTH
ELEMENTARY SCHOOL/
CHIPMAN MIDDLE SCHOOL
SIGNING PLAN**

SHEET NO. 9
TOTAL SHTS. 76



GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" X 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" X 30".

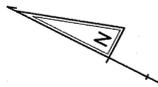
CONSTRUCTION DETAILS:

1. REMOVE EXISTING SIGN.
2. INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
3. REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
4. REPOSITION EXISTING SIGN.

LEGEND:

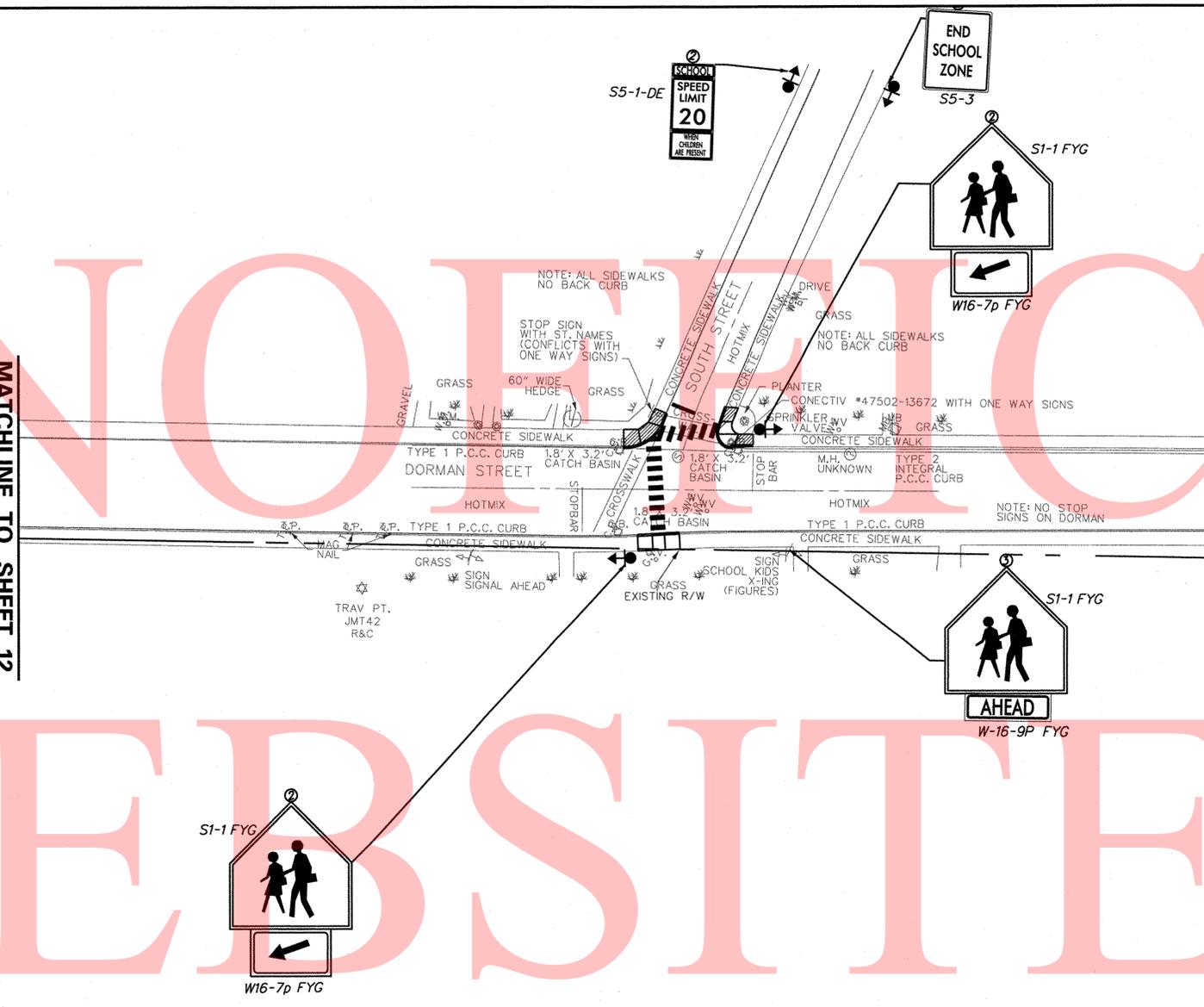
- ◁ EXISTING SIGN
- ➡ PROPOSED SIGN

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS		<p>CITY OF HARRINGTON SAFE ROUTES TO SCHOOL KENT COUNTY</p>	CONTRACT	FAP NO.	ESTP-2009(44)	<p>LAKE FOREST SOUTH ELEMENTARY SCHOOL/ CHIPMAN MIDDLE SCHOOL</p> <p>SIGNING PLAN</p>	SHEET NO.
				T201069001	DESIGNED BY:	SJR		10
				KENT	CHECKED BY:	MJR		TOTAL SHTS.
								76



MATCHLINE TO SHEET 12

MATCHLINE TO SHEET 10



GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ④ REPOSITION EXISTING SIGN.

LEGEND:

- EXISTING SIGN
- PROPOSED SIGN



ADDENDUMS / REVISIONS	

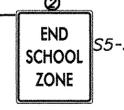
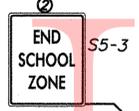
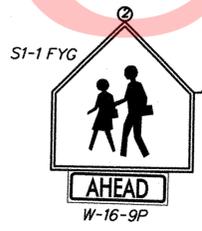
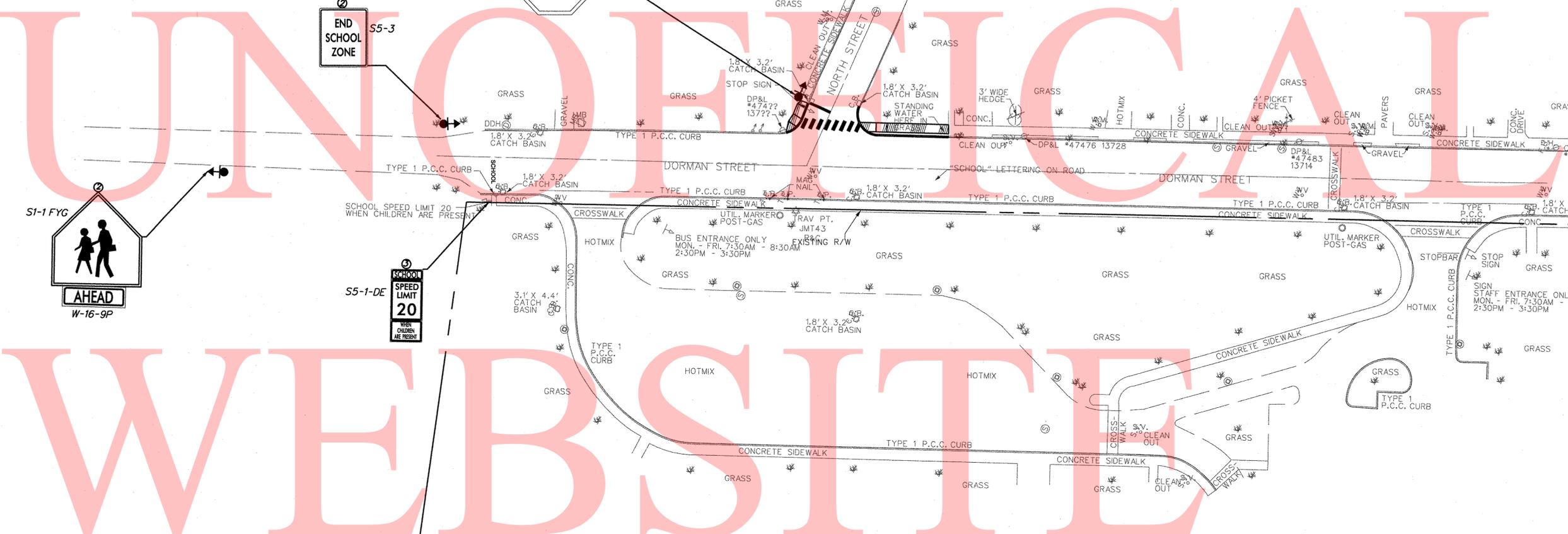
**CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT T201069001	FAP NO. ESTP-2009(44)
COUNTY KENT	DESIGNED BY: SJR
	CHECKED BY: MJR

**LAKE FOREST SOUTH
ELEMENTARY SCHOOL/
CHIPMAN MIDDLE SCHOOL
SIGNING PLAN**

SHEET NO. 11
TOTAL SHTS. 76

MATCHLINE TO SHEET 11



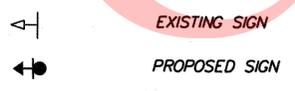
GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

CONSTRUCTION DETAILS:

1. REMOVE EXISTING SIGN.
2. INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
3. REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
4. REPOSITION EXISTING SIGN.

LEGEND:



ADDENDUMS / REVISIONS	

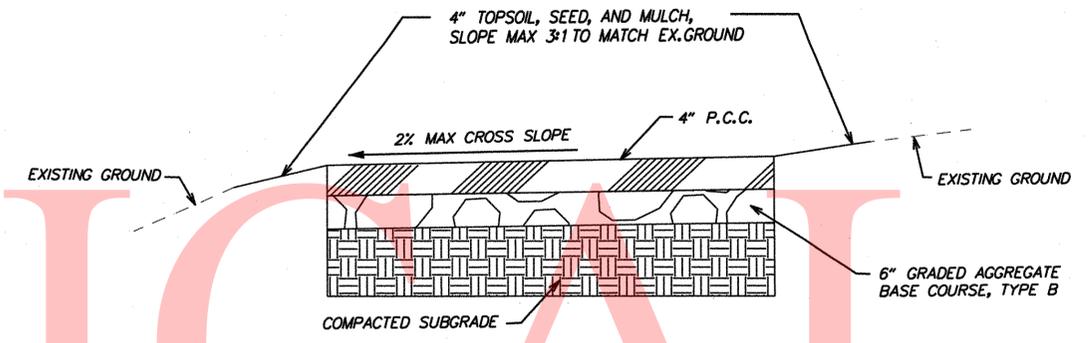
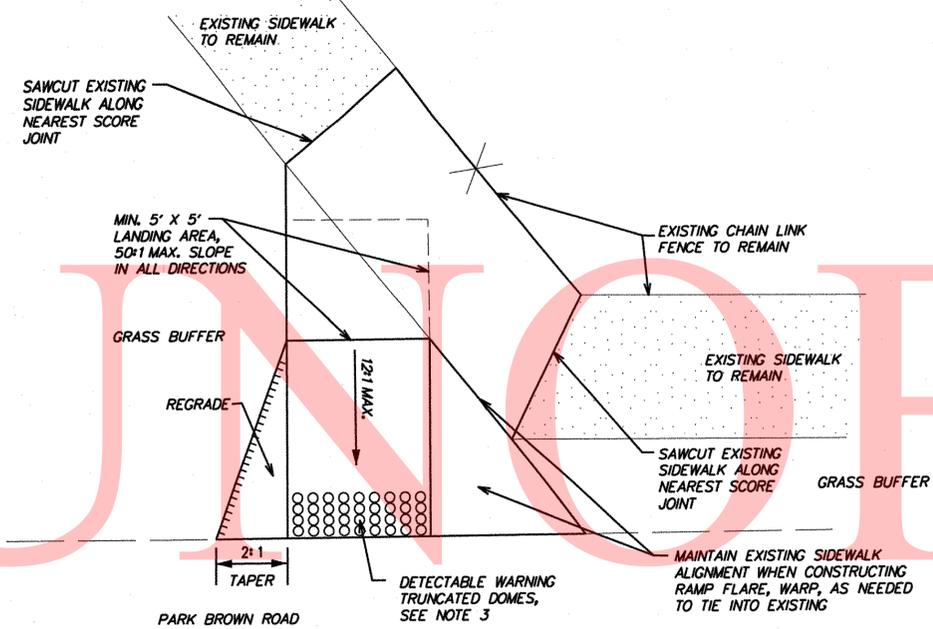
**CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	SJR
COUNTY	CHECKED BY:	MJR
KENT		

**LAKE FOREST SOUTH
ELEMENTARY SCHOOL/
CHIPMAN MIDDLE SCHOOL**

SIGNING PLAN

SHEET NO.	12
TOTAL SHTS.	76

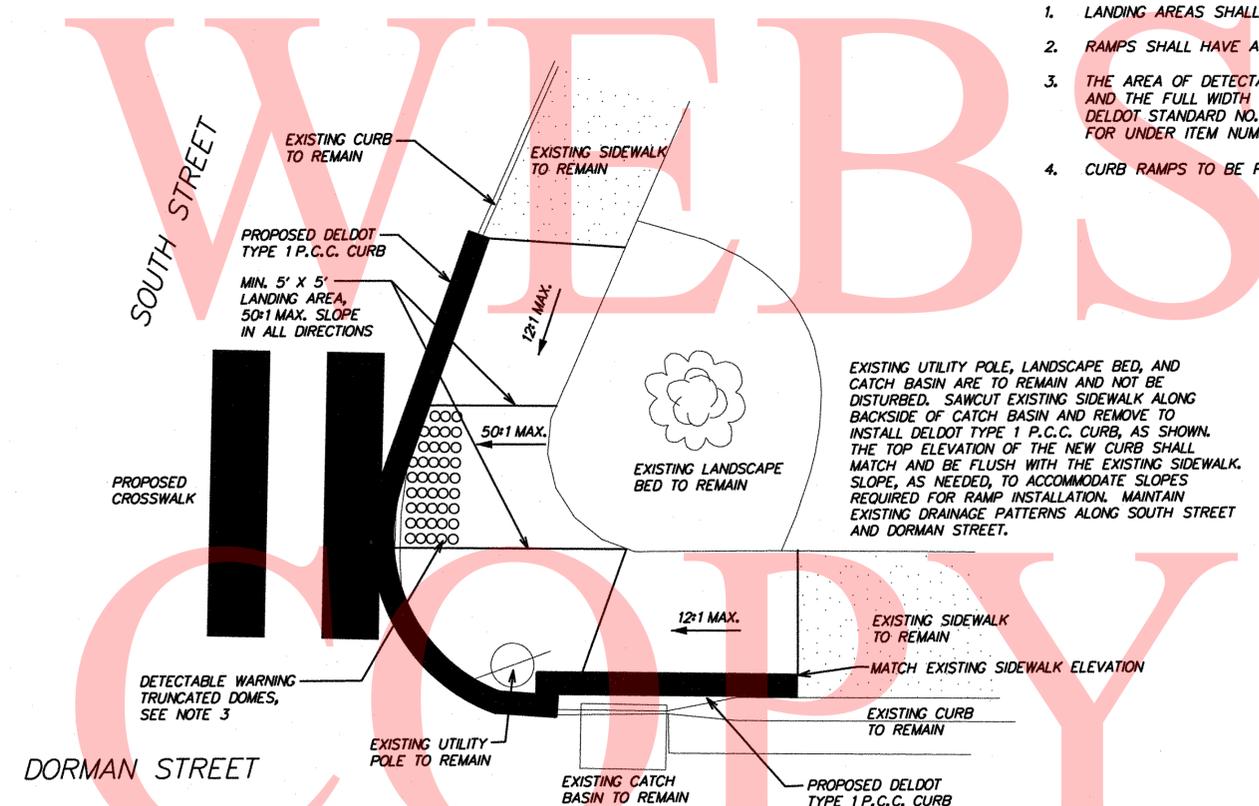


**4 INCH P.C.C. SIDEWALK, TYPICAL
N.T.S**

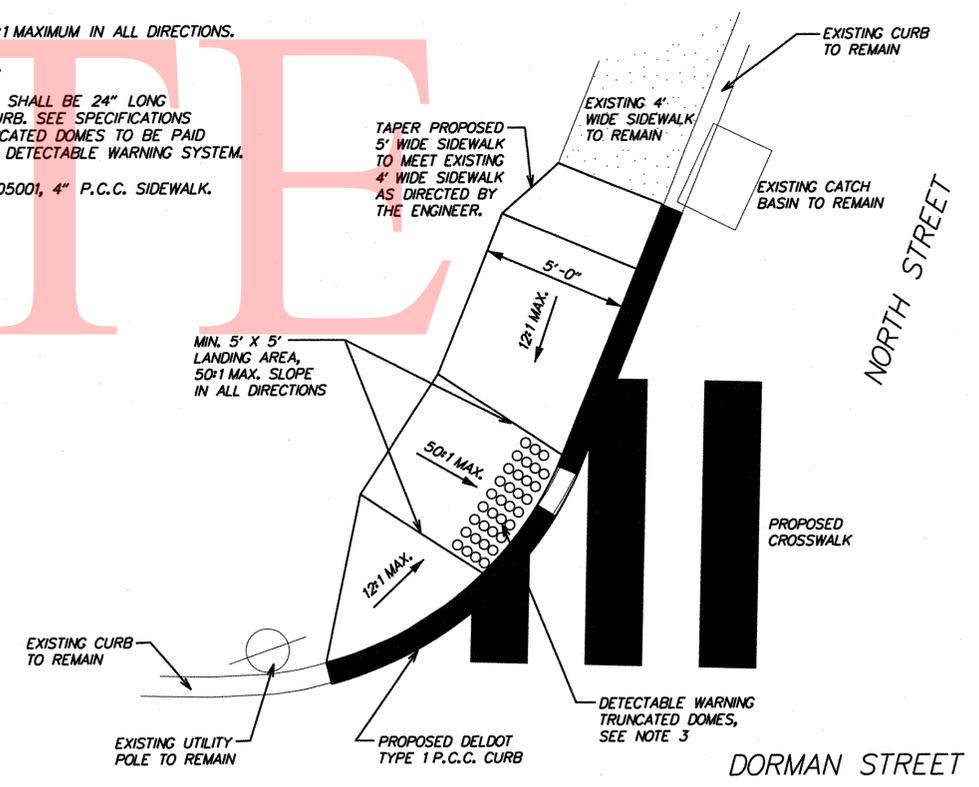
**CURB RAMP - PARK BROWN ROAD
N.T.S.**

CURB RAMP GENERAL NOTES:

1. LANDING AREAS SHALL BE MIN 5' X 5' AND SLOPED 50:1 MAXIMUM IN ALL DIRECTIONS.
2. RAMPS SHALL HAVE A MAXIMUM CROSS SLOPE OF 50:1.
3. THE AREA OF DETECTABLE WARNING TRUNCATED DOMES SHALL BE 24" LONG AND THE FULL WIDTH OF THE RAMP OR DEPRESSED CURB. SEE SPECIFICATIONS DELDOT STANDARD NO. C-2. DETECTABLE WARNING TRUNCATED DOMES TO BE PAID FOR UNDER ITEM NUMBER 705007, SIDEWALK SURFACE DETECTABLE WARNING SYSTEM.
4. CURB RAMPS TO BE PAID FOR UNDER ITEM NUMBER 705001, 4" P.C.C. SIDEWALK.



**CURB RAMP - SOUTH STREET
N.T.S.**



**CURB RAMP - NORTH STREET
N.T.S.**

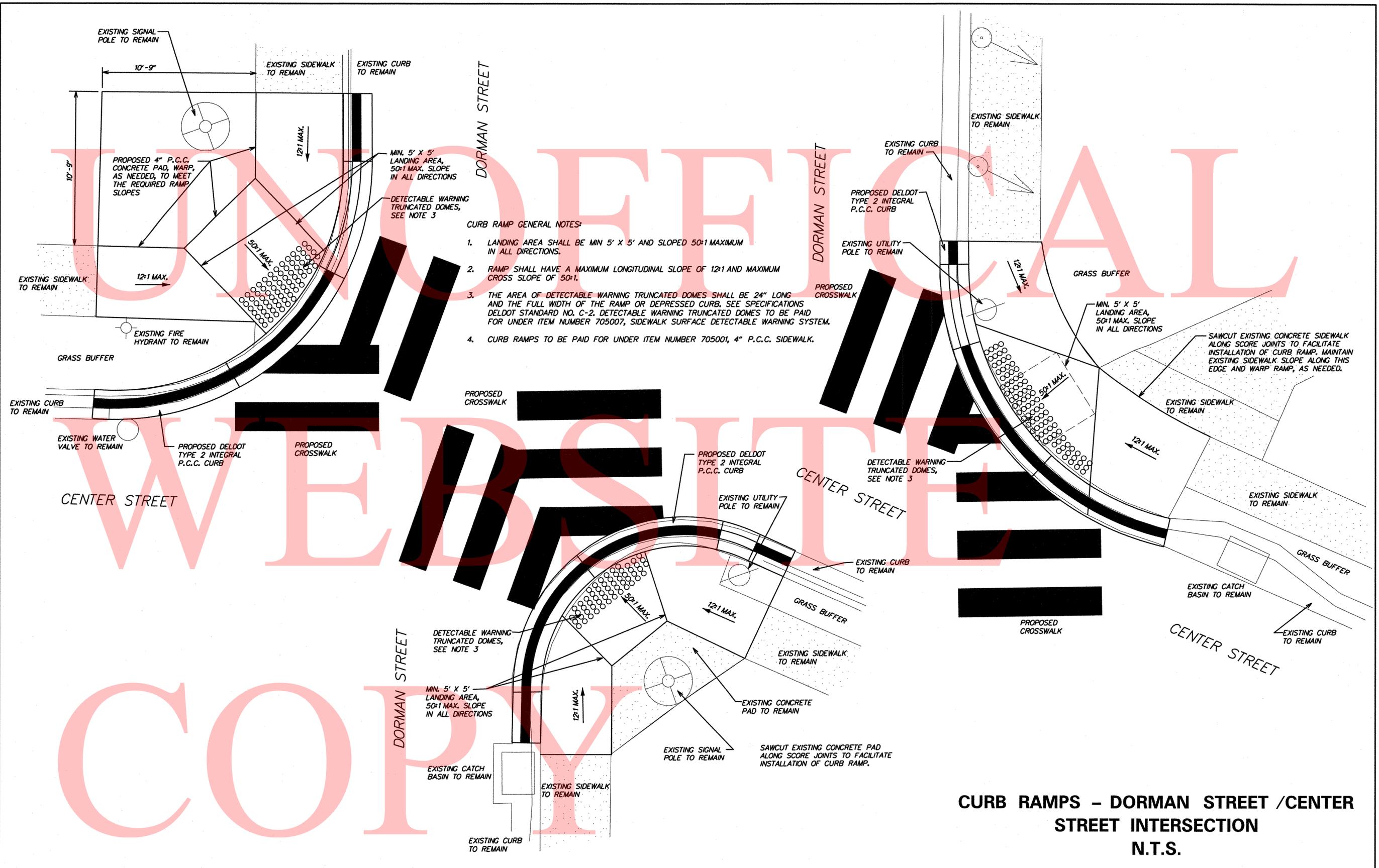
ADDENDUMS / REVISIONS

CONTRACT T201069001	FAP NO. ESTP-2009(44)
COUNTY KENT	DESIGNED BY: SJR
	CHECKED BY: MJB

SHEET NO. 13
TOTAL SHTS. 76

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3/11/2011



**CURB RAMPS - DORMAN STREET /CENTER STREET INTERSECTION
N.T.S.**

ADDENDUMS / REVISIONS

NOT TO SCALE

**CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT T201069001	FAP NO. ESTP-2009(44)
COUNTY KENT	DESIGNED BY: SJR
	CHECKED BY: MJB

**LAKE FOREST SOUTH
ELEMENTARY SCHOOL/
CHIPMAN MIDDLE SCHOOL
CONSTRUCTION DETAILS**

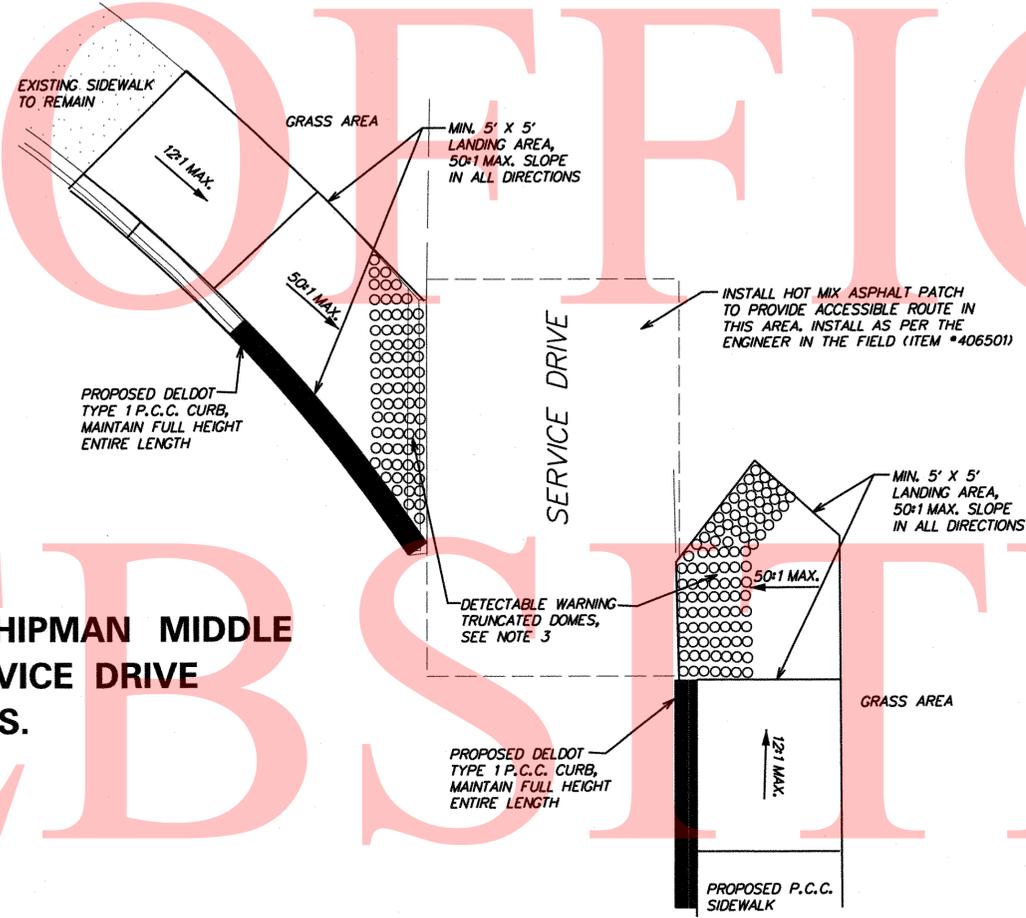
SHEET NO. 14
TOTAL SHTS. 76

and Chipman Middle.DT02.dgn 3/8/2011

UNOFFICIAL

- CURB RAMP GENERAL NOTES:**
1. LANDING AREA SHALL BE MIN 5' X 5' AND SLOPED 50:1 MAXIMUM IN ALL DIRECTIONS.
 2. RAMP SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 12:1 AND MAXIMUM CROSS SLOPE OF 50:1.
 3. THE AREA OF DETECTABLE WARNING TRUNCATED DOMES SHALL BE 24" LONG AND THE FULL WIDTH OF THE RAMP OR DEPRESSED CURB. SEE SPECIFICATIONS DELDOT STANDARD NO. C-2. DETECTABLE WARNING TRUNCATED DOMES TO BE PAID FOR UNDER ITEM *705007, SIDEWALK SURFACE DETECTABLE WARNING SYSTEM.
 4. CURB RAMPS TO BE PAID FOR UNDER ITEM *705001, 4" P.C.C. SIDEWALK.

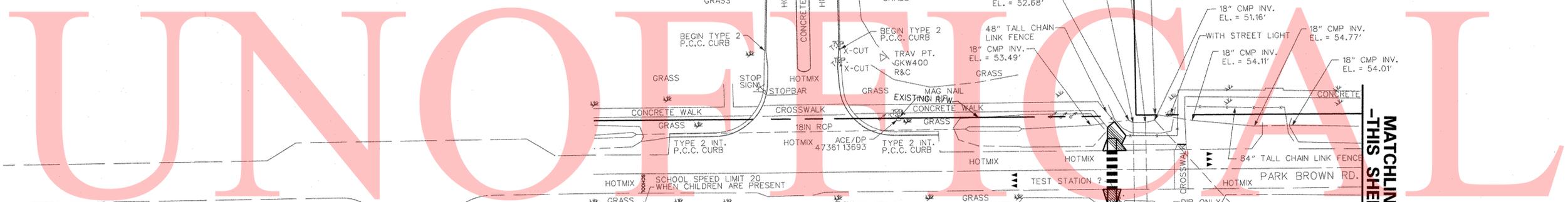
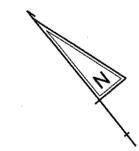
CURB RAMPS - CHIPMAN MIDDLE SCHOOL SERVICE DRIVE N.T.S.



WEBSITE

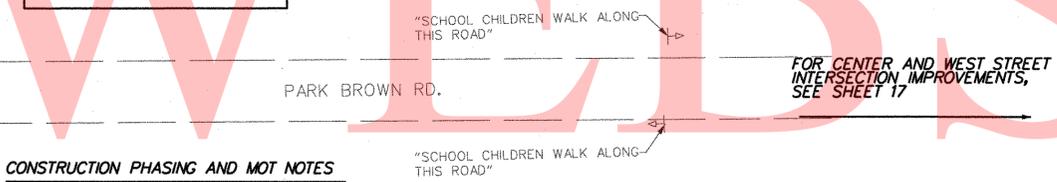
COPY

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS	<p>NOT TO SCALE</p>	<p>CITY OF HARRINGTON SAFE ROUTES TO SCHOOL KENT COUNTY</p>	CONTRACT	FAP NO.	ESTP-2009(44)	<p>LAKE FOREST SOUTH ELEMENTARY SCHOOL/ CHIPMAN MIDDLE SCHOOL CONSTRUCTION DETAILS</p>	SHEET NO.
				T201069001	DESIGNED BY:	SJR		15
				COUNTY	CHECKED BY:	MJR		TOTAL SHTS.
				KENT				76



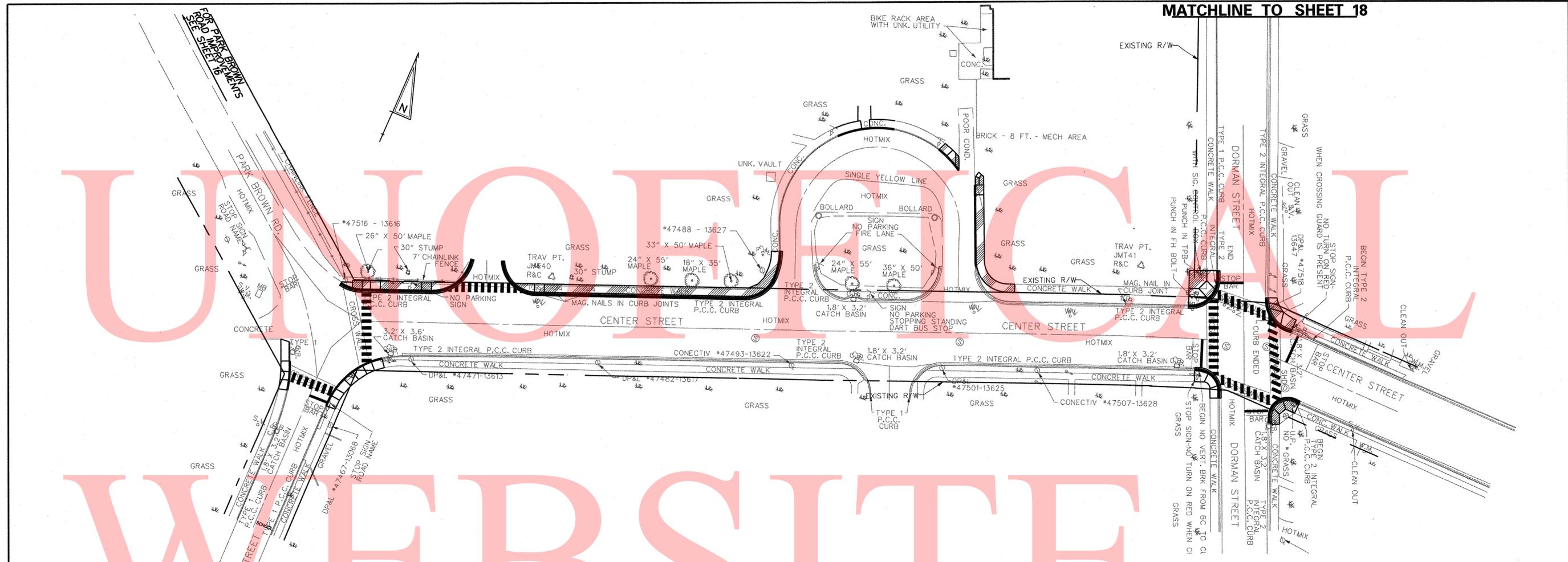
NOTE: THERE IS A DISTANCE OF 185' BETWEEN MATCHLINES FOR PARK BROWN ROAD ON THIS SHEET

MATCHLINE - THIS SHEET



1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
2. THE CONTRACTOR SHALL STABILIZE ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY. THE INTENTION OF STABILIZATION IS TO ENSURE THAT NO SEDIMENT LADEN RUNOFF LEAVES THE SITE WITHOUT BEING TREATED.
3. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL ENSURE THAT ALL AREAS WITHIN THE CONSTRUCTION ZONE ARE PROTECTED FROM VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL. ANY REQUIRED SIGNAGE, STEEL PLATES, WARNING SIGNS, CLOSURE OF EQUIPMENT ACCESS ETC. SHALL BE PERFORMED IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL AND SHALL BE PAID FOR UNDER ITEM 763500 MAINTENANCE OF TRAFFIC.
4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
5. VEHICULAR AND PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ACCESS TO BUILDINGS WITH NO ALTERNATE ENTRANCE ON SIDE OR BACK SHALL BE COORDINATED WITH THE ENGINEER AND PROPERTY OWNER IN ADVANCE OF CLOSURE. ALL WORK AND MATERIALS TO PROVIDE AND MAINTAIN THIS ACCESS SHALL BE INCIDENTAL TO ITEM 763500 - MAINTENANCE OF TRAFFIC.

6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SAFETY BY IMPLEMENTING PEDESTRIAN DETOURS IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL DURING ALL PHASES OF CONSTRUCTION TO SHIFT PEDESTRIAN TRAFFIC ON OPPOSITE SIDE OF THE WORK ZONE. THE LENGTH OF PEDESTRIAN DETOURS SHALL NOT EXTEND BEYOND IMMEDIATE INTERSECTIONS OF WORK ZONE.
7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND ALONG PEDESTRIAN FACILITIES AT ALL TIMES DURING CONSTRUCTION. TEMPORARY PEDESTRIAN FACILITIES SHALL BE PROVIDED AT ALL LOCATIONS WHERE WORK EXTENDS INTO EXISTING PEDESTRIAN FACILITIES. EARTH, STONE, AND GRAVEL SURFACES ARE NOT ACCEPTABLE FOR PROVIDING PEDESTRIAN ACCESS. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE PEDESTRIAN ACCESS SHALL BE PROVIDED USING CASE 16 OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR TO THE SATISFACTION OF THE ENGINEER AND SHALL MATCH EXISTING CONDITIONS. THE COST FOR ANY PROVISIONS SHALL BE INCIDENTAL TO ITEM *763500, MAINTENANCE OF TRAFFIC.
8. ALL SIDEWALK REPAIR AND RAMP IMPROVEMENT OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL.
9. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVEMENT WIDENING OPERATIONS, PAVING OPERATIONS, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 6 OF THE TRAFFIC CONTROL MANUAL. MAINTENANCE OF TRAFFIC DURING SHOULDER CLOSURES ON TWO-LANE ROADWAYS SHALL CONFORM TO CASE 2 OF THE TRAFFIC CONTROL MANUAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH OTHER CONTRACTORS IN THE AREA.
11. WHERE TYPICAL TRAFFIC CONTROL CASES FROM DELDOT'S TRAFFIC CONTROL MANUAL ARE USED, THE CONTRACTOR SHALL REVIEW THE REQUIRED SIGNAGE AND TRAFFIC CONTROL DEVICES WITH THE ENGINEER TO ENSURE THEIR APPLICABILITY PRIOR TO IMPLEMENTATION. LONGITUDINAL DIMENSIONS FOR PLACEMENT OF PERMANENT OR TEMPORARY WARNING SIGNS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL PERMANENT SIGNING SHALL BE 7' HIGH AND ALL TEMPORARY SIGNING SHALL BE 5' HIGH.
12. ALL MATERIALS AND WORKMANSHIP SHALL MEET THE STATE OF DELAWARE'S LATEST STANDARDS AND SPECIFICATIONS.
13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.



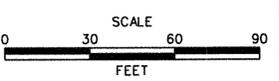
CONSTRUCTION PHASING AND MOT NOTES

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
2. THE CONTRACTOR SHALL STABILIZE ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY. THE INTENTION OF STABILIZATION IS TO ENSURE THAT NO SEDIMENT LADEN RUNOFF LEAVES THE SITE WITHOUT BEING TREATED.
3. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL ENSURE THAT ALL AREAS WITHIN THE CONSTRUCTION ZONE ARE PROTECTED FROM VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL. ANY REQUIRED SIGNAGE, STEEL PLATES, WARNING SIGNS, CLOSURE OF EQUIPMENT ACCESS ETC. SHALL BE PERFORMED IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL AND SHALL BE PAID FOR UNDER ITEM 763500 MAINTENANCE OF TRAFFIC.
4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
5. VEHICULAR AND PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ACCESS TO BUILDINGS WITH NO ALTERNATE ENTRANCE ON SIDE OR BACK SHALL BE COORDINATED WITH THE ENGINEER AND PROPERTY OWNER IN ADVANCE OF CLOSURE. ALL WORK AND MATERIALS TO PROVIDE AND MAINTAIN THIS ACCESS SHALL BE INCIDENTAL TO ITEM 763500 - MAINTENANCE OF TRAFFIC.
6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SAFETY BY IMPLEMENTING PEDESTRIAN DETOURS IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL DURING ALL PHASES OF CONSTRUCTION TO SHIFT PEDESTRIAN TRAFFIC ON OPPOSITE SIDE OF THE WORK ZONE. THE LENGTH OF PEDESTRIAN DETOURS SHALL NOT EXTEND BEYOND IMMEDIATE INTERSECTIONS OF WORK ZONE.

7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND ALONG PEDESTRIAN FACILITIES AT ALL TIMES DURING CONSTRUCTION. TEMPORARY PEDESTRIAN FACILITIES SHALL BE PROVIDED AT ALL LOCATIONS WHERE WORK EXTENDS INTO EXISTING PEDESTRIAN FACILITIES. EARTH, STONE, AND GRAVEL SURFACES ARE NOT ACCEPTABLE FOR PROVIDING PEDESTRIAN ACCESS. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE PEDESTRIAN ACCESS SHALL BE PROVIDED USING CASE 16 OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR TO THE SATISFACTION OF THE ENGINEER AND SHALL MATCH EXISTING CONDITIONS. THE COST FOR ANY PROVISIONS SHALL BE INCIDENTAL TO ITEM #763500, MAINTENANCE OF TRAFFIC.
8. ALL SIDEWALK REPAIR AND RAMP IMPROVEMENT OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL.
9. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVEMENT WIDENING OPERATIONS, PAVING OPERATIONS, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 6 OF THE TRAFFIC CONTROL MANUAL. MAINTENANCE OF TRAFFIC DURING SHOULDER CLOSURES ON TWO-LANE ROADWAYS SHALL CONFORM TO CASE 2 OF THE TRAFFIC CONTROL MANUAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH OTHER CONTRACTORS IN THE AREA.
11. WHERE TYPICAL TRAFFIC CONTROL CASES FROM DELDOT'S TRAFFIC CONTROL MANUAL ARE USED, THE CONTRACTOR SHALL REVIEW THE REQUIRED SIGNAGE AND TRAFFIC CONTROL DEVICES WITH THE ENGINEER TO ENSURE THEIR APPLICABILITY PRIOR TO IMPLEMENTATION. LONGITUDINAL DIMENSIONS FOR PLACEMENT OF PERMANENT OR TEMPORARY WARNING SIGNS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL PERMANENT SIGNING SHALL BE 7' HIGH AND ALL TEMPORARY SIGNING SHALL BE 5' HIGH.
12. ALL MATERIALS AND WORKMANSHIP SHALL MEET THE STATE OF DELAWARE'S LATEST STANDARDS AND SPECIFICATIONS.
13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.



ADDENDUMS / REVISIONS	

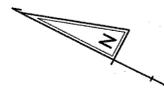


**CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT T201069001	FAP NO. ESTP-2009(44)
COUNTY KENT	DESIGNED BY: SJR
	CHECKED BY: MJR

**LAKE FOREST SOUTH
ELEMENTARY SCHOOL/
CHIPMAN MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN**

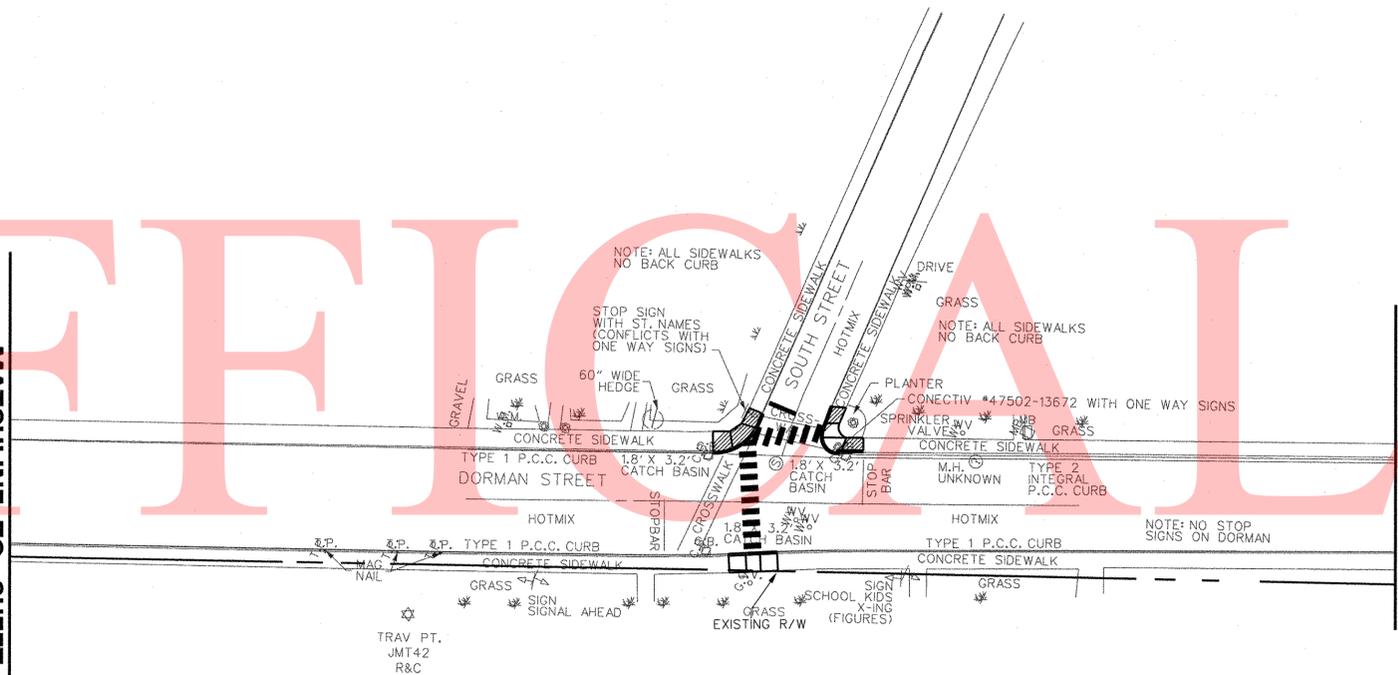
SHEET NO. 17
TOTAL SHTS. 76



UNOFFICIAL

MATCHLINE TO SHEET 19

MATCHLINE TO SHEET 17

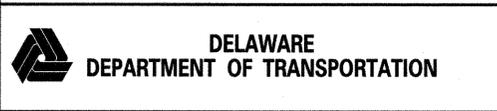


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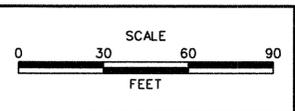
CONSTRUCTION PHASING AND MOT NOTES

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
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8. ALL SIDEWALK REPAIR AND RAMP IMPROVEMENT OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL.
9. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVEMENT WIDENING OPERATIONS, PAVING OPERATIONS, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 6 OF THE TRAFFIC CONTROL MANUAL. MAINTENANCE OF TRAFFIC DURING SHOULDER CLOSURES ON TWO-LANE ROADWAYS SHALL CONFORM TO CASE 2 OF THE TRAFFIC CONTROL MANUAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH OTHER CONTRACTORS IN THE AREA.
11. WHERE TYPICAL TRAFFIC CONTROL CASES FROM DELDOT'S TRAFFIC CONTROL MANUAL ARE USED, THE CONTRACTOR SHALL REVIEW THE REQUIRED SIGNAGE AND TRAFFIC CONTROL DEVICES WITH THE ENGINEER TO ENSURE THEIR APPLICABILITY PRIOR TO IMPLEMENTATION. LONGITUDINAL DIMENSIONS FOR PLACEMENT OF PERMANENT OR TEMPORARY WARNING SIGNS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL PERMANENT SIGNING SHALL BE 7' HIGH AND ALL TEMPORARY SIGNING SHALL BE 5' HIGH.
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13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.



ADDENDUMS / REVISIONS	



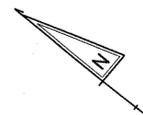
**CITY OF HARRINGTON
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	SJR
COUNTY	CHECKED BY:	MJR
KENT		

**LAKE FOREST SOUTH
ELEMENTARY SCHOOL/
CHIPMAN MIDDLE SCHOOL**

**CONSTRUCTION PHASING
AND M.O.T. PLAN**

SHEET NO.	18
TOTAL SHTS.	76



PLAN SHEETS 26 / 31 / 37

PLAN SHEETS 25 / 30 / 36

CENTER STREET

CAESAR-RODNEY AVENUE

CAMDEN-WYOMING AVENUE

SOUTHERN BOULEVARD

WESLEY STREET

WEST STREET

CAMDEN-WYOMING AVENUE

PLAN SHEETS 24 / 29 / 35

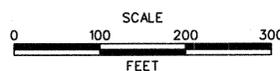
PLAN SHEETS 23 / 28 / 34

PLAN SHEETS 22 / 27 / 33

UNOFFICIAL
WEBSITE
COPY



ADDENDUMS / REVISIONS



TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY

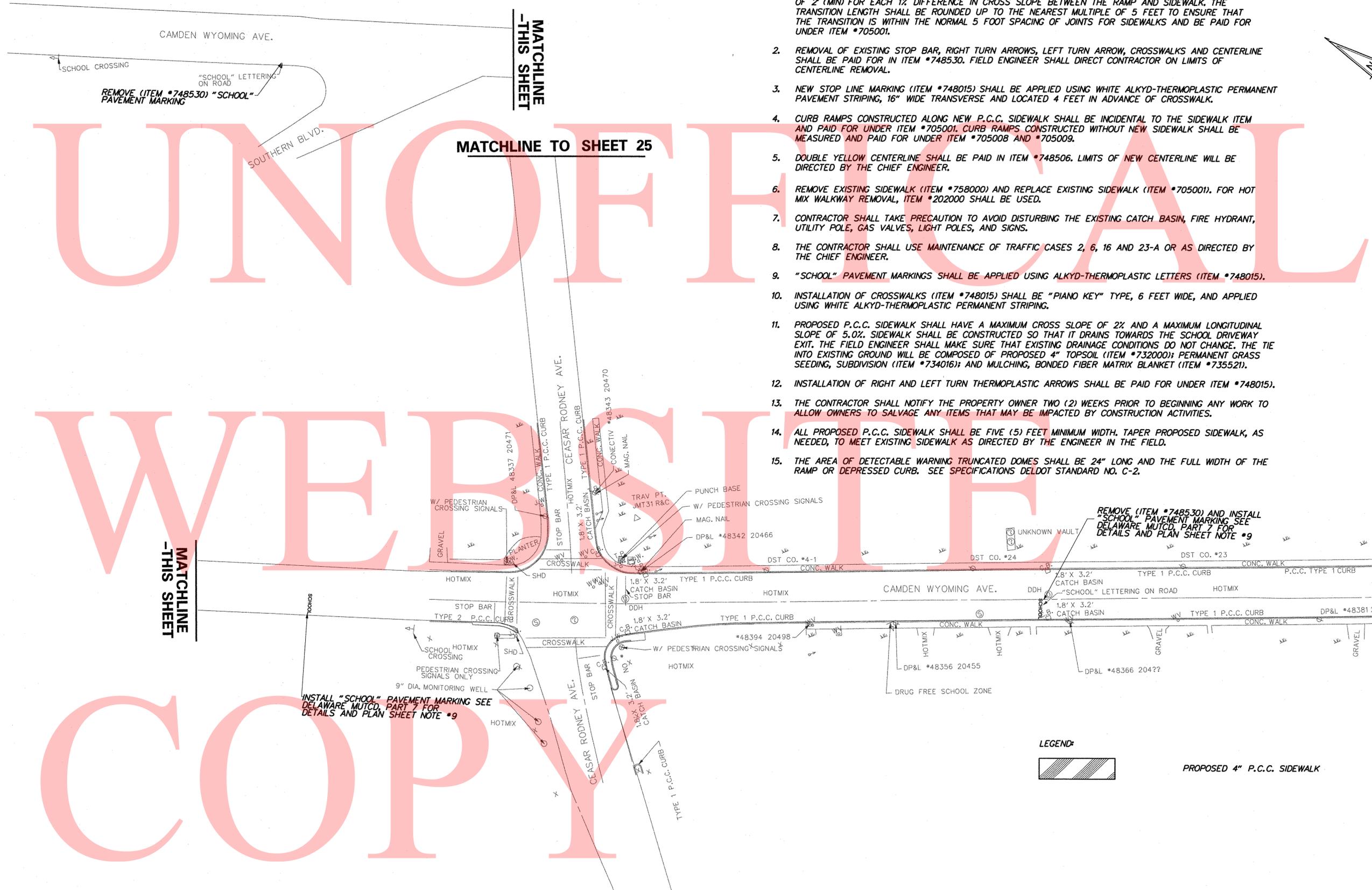
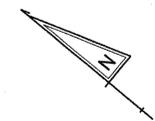
CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

PLAN SHEET INDEX

SHEET NO.	21
TOTAL SHTS.	76

NOTES:

- CONTRACTOR SHALL TIE PROPOSED CURB RAMP INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM *705001.
- REMOVAL OF EXISTING STOP BAR, RIGHT TURN ARROWS, LEFT TURN ARROW, CROSSWALKS AND CENTERLINE SHALL BE PAID FOR IN ITEM *748530. FIELD ENGINEER SHALL DIRECT CONTRACTOR ON LIMITS OF CENTERLINE REMOVAL.
- NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
- CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009.
- DOUBLE YELLOW CENTERLINE SHALL BE PAID IN ITEM *748506. LIMITS OF NEW CENTERLINE WILL BE DIRECTED BY THE CHIEF ENGINEER.
- REMOVE EXISTING SIDEWALK (ITEM *758000) AND REPLACE EXISTING SIDEWALK (ITEM *705001). FOR HOT MIX WALKWAY REMOVAL, ITEM *202000 SHALL BE USED.
- CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN, FIRE HYDRANT, UTILITY POLE, GAS VALVES, LIGHT POLES, AND SIGNS.
- THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER.
- "SCHOOL" PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM *748015).
- INSTALLATION OF CROSSWALKS (ITEM *748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
- PROPOSED P.C.C. SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.0%. SIDEWALK SHALL BE CONSTRUCTED SO THAT IT DRAINS TOWARDS THE SCHOOL DRIVEWAY EXIT. THE FIELD ENGINEER SHALL MAKE SURE THAT EXISTING DRAINAGE CONDITIONS DO NOT CHANGE. THE TIE INTO EXISTING GROUND WILL BE COMPOSED OF PROPOSED 4" TOPSOIL (ITEM *732000); PERMANENT GRASS SEEDING, SUBDIVISION (ITEM *734016); AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
- INSTALLATION OF RIGHT AND LEFT TURN THERMOPLASTIC ARROWS SHALL BE PAID FOR UNDER ITEM *748015).
- THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.
- ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH. TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
- THE AREA OF DETECTABLE WARNING TRUNCATED DOMES SHALL BE 24" LONG AND THE FULL WIDTH OF THE RAMP OR DEPRESSED CURB. SEE SPECIFICATIONS DELDOT STANDARD NO. C-2.



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MATCHLINE TO SHEET 25

MATCHLINE - THIS SHEET

MATCHLINE TO SHEET 23

INSTALL "SCHOOL" PAVEMENT MARKING SEE DELAWARE MUTCD, PART 7 FOR DETAILS AND PLAN SHEET NOTE *9

REMOVE (ITEM *748530) AND INSTALL "SCHOOL" PAVEMENT MARKING SEE DELAWARE MUTCD, PART 7 FOR DETAILS AND PLAN SHEET NOTE *9

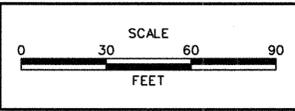
LEGEND:



PROPOSED 4" P.C.C. SIDEWALK

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	



**TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT T201069001	FAP NO. DESIGNED BY: DD	ESTP-2009(44)
COUNTY KENT	CHECKED BY: MJR	

**FIFER MIDDLE SCHOOL
CONSTRUCTION PLAN**

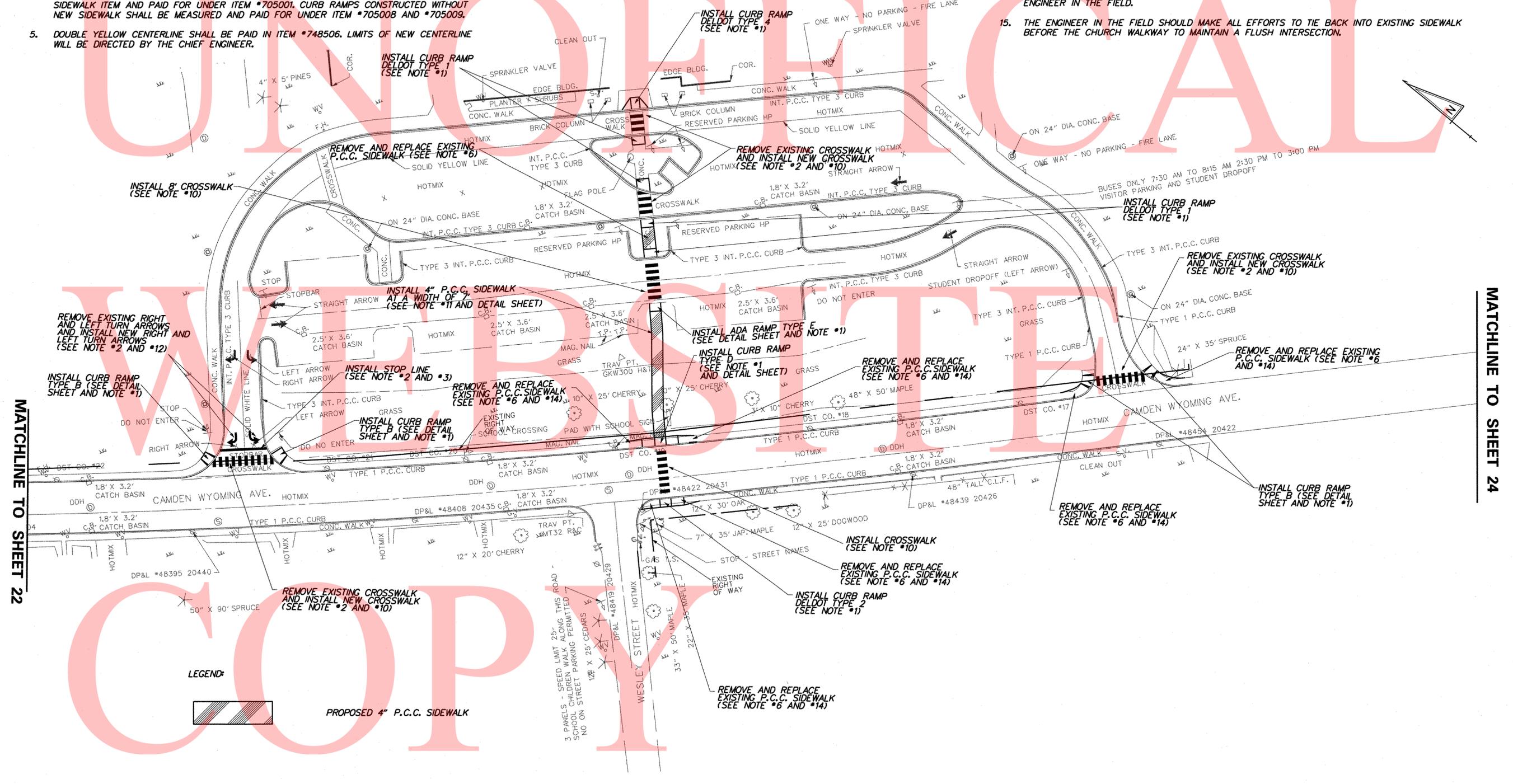
SHEET NO.	22
TOTAL SHTS.	76

NOTES:

- CONTRACTOR SHALL TIE PROPOSED CURB RAMP INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM *705001.
- REMOVAL OF EXISTING STOP BAR, RIGHT TURN ARROWS, LEFT TURN ARROW, CROSSWALKS AND CENTERLINE SHALL BE PAID FOR IN ITEM *748530. FIELD ENGINEER SHALL DIRECT CONTRACTOR ON LIMITS OF CENTERLINE REMOVAL.
- NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
- CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009.
- DOUBLE YELLOW CENTERLINE SHALL BE PAID IN ITEM *748506. LIMITS OF NEW CENTERLINE WILL BE DIRECTED BY THE CHIEF ENGINEER.

- REMOVAL OF EXISTING SIDEWALK (ITEM *758000) AND REPLACE EXISTING SIDEWALK (ITEM *705001).
- CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN, FIRE HYDRANT, UTILITY POLE, GAS VALVES, LIGHT POLES, AND SIGNS.
- THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER.
- "SCHOOL" PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM *748015).
- INSTALLATION OF CROSSWALKS (ITEM *748015) SHALL BE "PIANO KEY" TYPE AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING. THE WIDTH SHALL BE 6 FEET UNLESS THE SIDEWALK LEADING TO THE CROSSWALK IS GREATER THAN 6 FEET, IN WHICH CASE, THE WIDTH OF THE CROSSWALK SHOULD MATCH THE WIDTH OF THE SIDEWALK.

- PROPOSED P.C.C. SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM LONGITUDINAL SLOPE OF 8.3% (12:1). SIDEWALK SHALL BE CONSTRUCTED SO THAT IT DRAINS TOWARDS THE SCHOOL DRIVEWAY EXIT. THE FIELD ENGINEER SHALL MAKE SURE THAT EXISTING DRAINAGE CONDITIONS DO NOT CHANGE. THE TIE INTO EXISTING GROUND WILL BE COMPOSED OF PROPOSED 4" TOPSOIL (ITEM *732000); PERMANENT GRASS SEEDING, SUBDIVISION (ITEM *734016); AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
- INSTALLATION OF RIGHT AND LEFT TURN THERMOPLASTIC ARROWS SHALL BE PAID FOR UNDER ITEM *748015).
- THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.
- ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH. TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
- THE ENGINEER IN THE FIELD SHOULD MAKE ALL EFFORTS TO TIE BACK INTO EXISTING SIDEWALK BEFORE THE CHURCH WALKWAY TO MAINTAIN A FLUSH INTERSECTION.

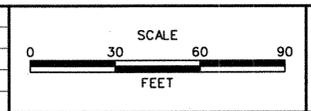


MATCHLINE TO SHEET 22

MATCHLINE TO SHEET 24

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS



**TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT T201069001	FAP NO. ESTP-2009(44)
COUNTY KENT	DESIGNED BY: DD
	CHECKED BY: MJR

**FIFER MIDDLE SCHOOL
CONSTRUCTION PLAN**

SHEET NO. 23
TOTAL SHTS. 76

NOTES:

- CONTRACTOR SHALL TIE PROPOSED CURB RAMP INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM *705001.
- REMOVAL OF EXISTING STOP BAR, RIGHT TURN ARROWS, LEFT TURN ARROW, CROSSWALKS AND CENTERLINE SHALL BE PAID FOR IN ITEM *748530. FIELD ENGINEER SHALL DIRECT CONTRACTOR ON LIMITS OF CENTERLINE REMOVAL.
- NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
- CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009. ALL CURB, REGARDLESS OF TYPE, ASSOCIATED WITH NEW CURB RAMPS SHALL BE PAID FOR UNDER ITEM *701010, TYPE 1 CURB.
- DOUBLE YELLOW CENTERLINE SHALL BE PAID IN ITEM *748506. LIMITS OF NEW CENTERLINE WILL BE DIRECTED BY THE CHIEF ENGINEER.
- REMOVE EXISTING SIDEWALK (ITEM *758000) AND REPLACE EXISTING SIDEWALK (ITEM *705001).
- CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN, FIRE HYDRANT, UTILITY POLE, GAS VALVES, LIGHT POLES, AND SIGNS.
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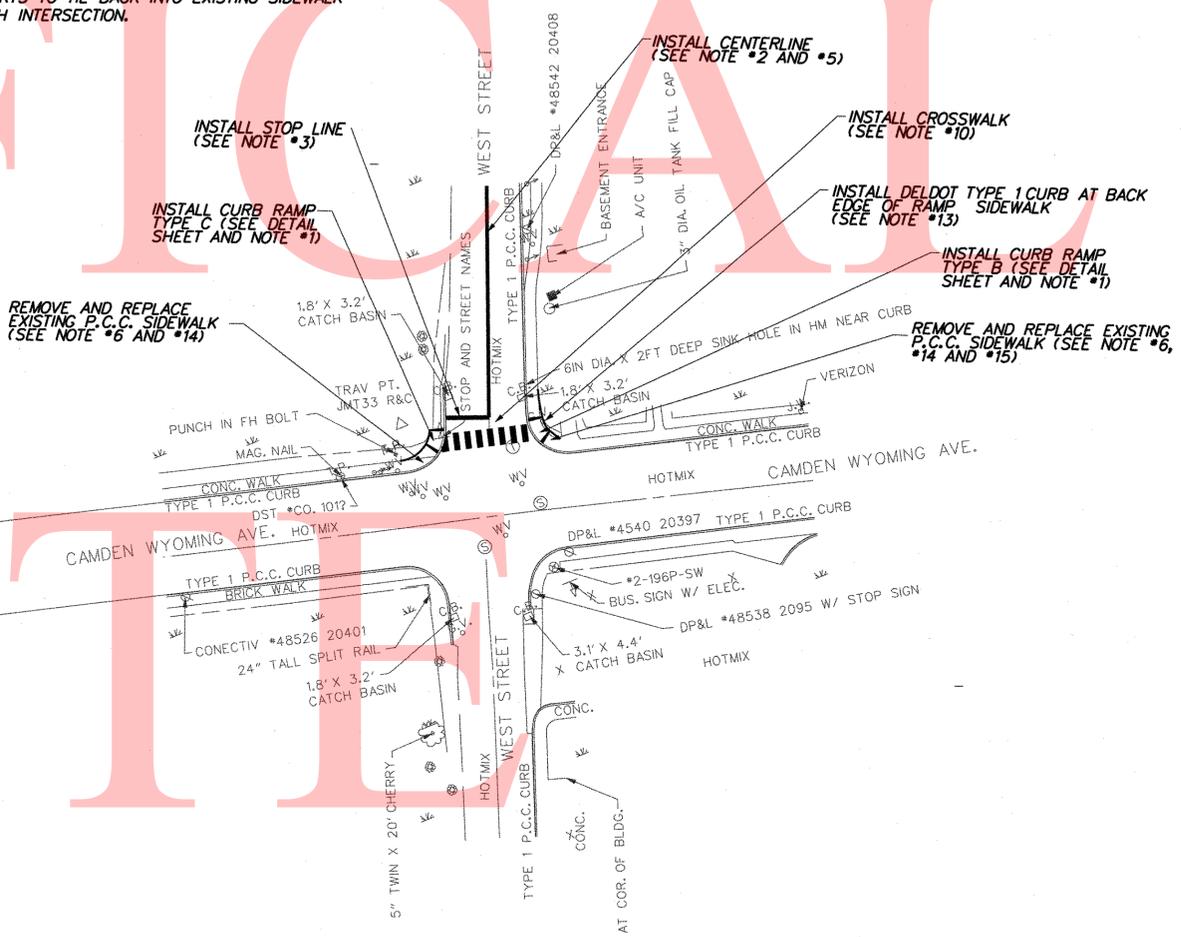
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- ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH. TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
- THE ENGINEER IN THE FIELD SHOULD MAKE ALL EFFORTS TO TIE BACK INTO EXISTING SIDEWALK BEFORE THE CHURCH WALKWAY TO MAINTAIN A FLUSH INTERSECTION.

MATCHLINE TO SHEET 23

REMOVE (ITEM *748530) AND INSTALL "SCHOOL" PAVEMENT MARKING SEE DELAWARE MUTCD, PART 7 FOR DETAILS AND PLAN SHEET NOTE *9

SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT

"SCHOOL" LETTERING ON ROAD



COPY

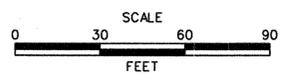
LEGEND:



PROPOSED 4" P.C.C. SIDEWALK



ADDENDUMS / REVISIONS	

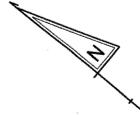


TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY

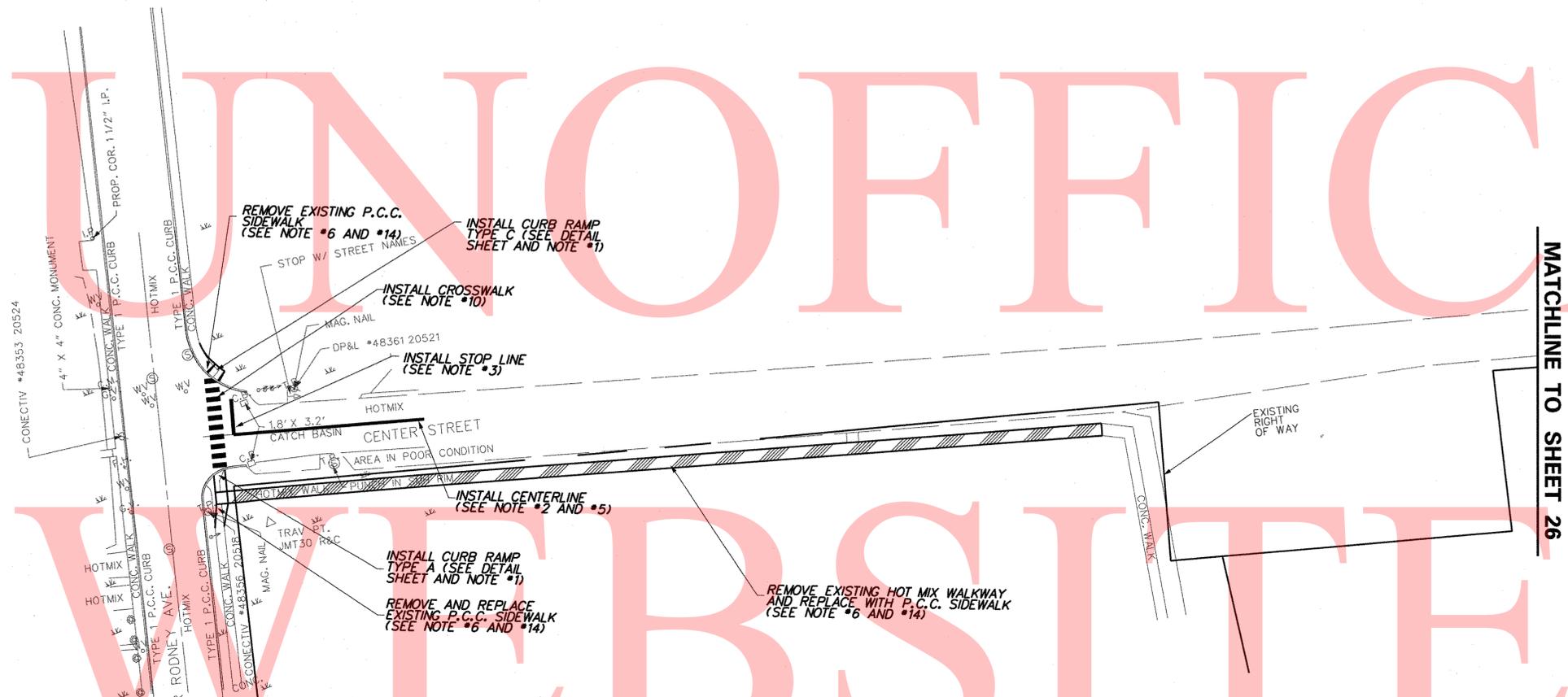
CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY: DD	
COUNTY	CHECKED BY: MJR	
KENT		

FIFER MIDDLE SCHOOL
CONSTRUCTION PLAN

SHEET NO.	24
TOTAL SHTS.	76



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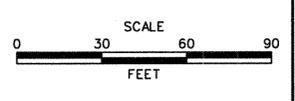
NOTES:

1. CONTRACTOR SHALL TIE PROPOSED CURB RAMP INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM *705001.
2. REMOVAL OF EXISTING STOP BAR, RIGHT TURN ARROWS, LEFT TURN ARROW, CROSSWALKS AND CENTERLINE SHALL BE PAID FOR IN ITEM *748530. FIELD ENGINEER SHALL DIRECT CONTRACTOR ON LIMITS OF CENTERLINE REMOVAL.
3. NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
4. CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009.
5. DOUBLE YELLOW CENTERLINE SHALL BE PAID IN ITEM *748506. LIMITS OF NEW CENTERLINE WILL BE DIRECTED BY THE CHIEF ENGINEER.
6. REMOVE EXISTING SIDEWALK (ITEM *758000) AND REPLACE EXISTING SIDEWALK (ITEM *705001). FOR HOT MIX WALKWAY REMOVAL, ITEM *202000 SHALL BE USED.
7. CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN, FIRE HYDRANT, UTILITY POLE, GAS VALVES, LIGHT POLES, AND SIGNS.
8. THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER.
9. "SCHOOL" PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM *748015).
10. INSTALLATION OF CROSSWALKS (ITEM *748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
11. PROPOSED P.C.C. SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.0%. SIDEWALK SHALL BE CONSTRUCTED SO THAT IT DRAINS TOWARDS THE SCHOOL DRIVEWAY EXIT. THE FIELD ENGINEER SHALL MAKE SURE THAT EXISTING DRAINAGE CONDITIONS DO NOT CHANGE. THE TIE INTO EXISTING GROUND WILL BE COMPOSED OF PROPOSED 4" TOPSOIL (ITEM *732000); PERMANENT GRASS SEEDING, SUBDIVISION (ITEM *734016); AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
12. INSTALLATION OF RIGHT AND LEFT TURN THERMOPLASTIC ARROWS SHALL BE PAID FOR UNDER ITEM *748015.
13. THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.
14. ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH. TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
15. THE AREA OF DETECTIBLE WARNING TRUNCATED DOMES SHALL BE 24" LONG AND THE FULL WIDTH OF THE RAMP OR DEPRESSED CURB. SEE SPECIFICATIONS DELDOT STANDARD NO. C-2.

MATCHLINE TO SHEET 22



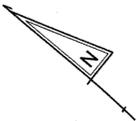
ADDENDUMS / REVISIONS	



**TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

FIFER MIDDLE SCHOOL CONSTRUCTION PLAN	SHEET NO.	25
	TOTAL SHTS.	76



UNOFFICIAL

MATCHLINE TO SHEET 25

WEBSITE

EXISTING
RIGHT
OF WAY

COPY



ADDENDUMS / REVISIONS

SCALE



TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT

T201069001

COUNTY

KENT

FAP NO.

ESTP-2009(44)

DESIGNED BY: DD

CHECKED BY: MJR

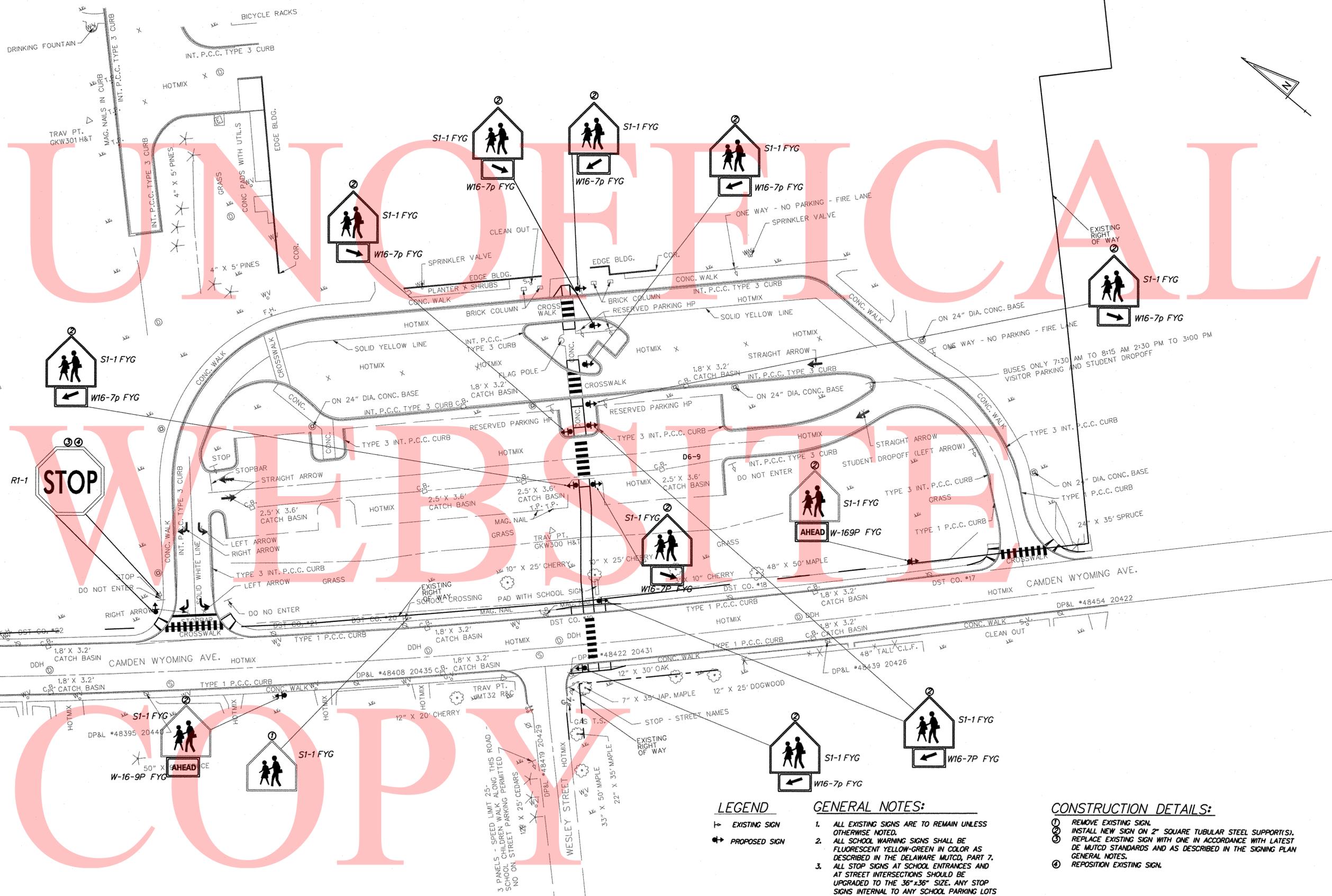
FIFER MIDDLE SCHOOL
CONSTRUCTION PLAN

SHEET NO.

26

TOTAL SHTS.

76



MATCHLINE TO SHEET 27

MATCHLINE TO SHEET 29

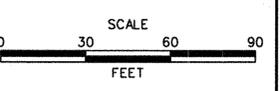
LEGEND
 ▸ EXISTING SIGN
 ◀ PROPOSED SIGN

GENERAL NOTES:
 1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
 2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
 3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

CONSTRUCTION DETAILS:
 ① REMOVE EXISTING SIGN.
 ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
 ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
 ④ REPOSITION EXISTING SIGN.



ADDENDUMS / REVISIONS	

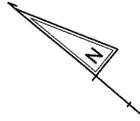


**TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

**FIFER MIDDLE SCHOOL
SIGNING PLAN**

SHEET NO.	28
TOTAL SHTS.	76

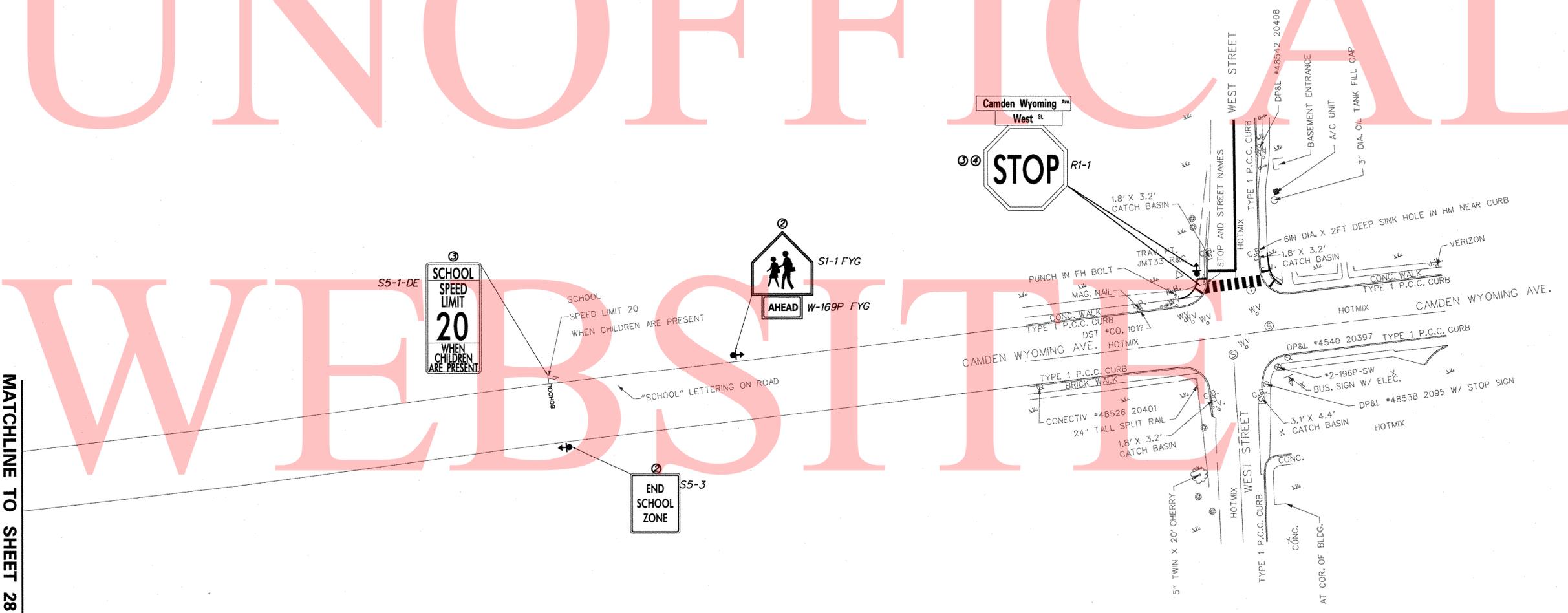


UNOFFICIAL

WEBSTER

COPY

MATCHLINE TO SHEET 28



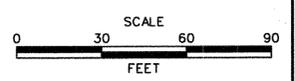
LEGEND
 ↳ EXISTING SIGN
 ⇨ PROPOSED SIGN

GENERAL NOTES:
 1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
 2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
 3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

CONSTRUCTION DETAILS:
 ① REMOVE EXISTING SIGN.
 ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
 ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
 ④ REPOSITION EXISTING SIGN.



ADDENDUMS / REVISIONS

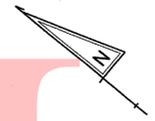


**TOWN OF CAMDEN
 SAFE ROUTES TO SCHOOL
 KENT COUNTY**

CONTRACT T201069001	FAP NO. ESTP-2009(44)
COUNTY KENT	DESIGNED BY: DD
	CHECKED BY: MJR

**FIFER MIDDLE SCHOOL
 SIGNING PLAN**

SHEET NO. 29
TOTAL SHTS. 76



55-3
END SCHOOL ZONE

LEGEND

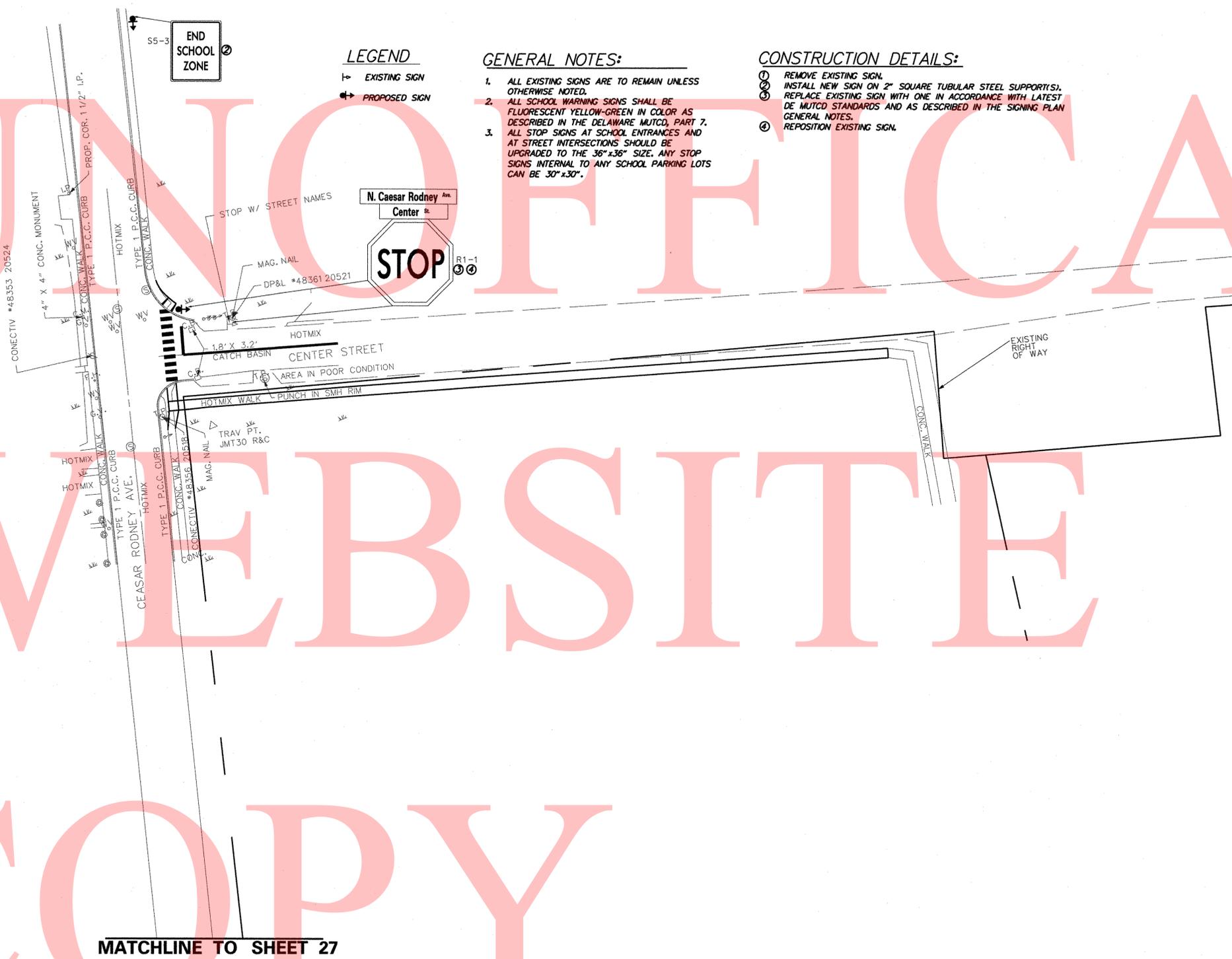
- ▶ EXISTING SIGN
- ◀ PROPOSED SIGN

GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S). REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ③ REPOSITION EXISTING SIGN.



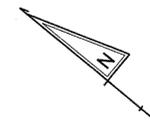
MATCHLINE TO SHEET 27

MATCHLINE TO SHEET 31

UNOFFICIAL WEBSITE COPY

 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	TOWN OF CAMDEN SAFE ROUTES TO SCHOOL KENT COUNTY	CONTRACT	FAP NO.	ESTP-2009(44)	FIFER MIDDLE SCHOOL SIGNING PLAN	SHEET NO.
			T201069001	DESIGNED BY:	DD		30
			COUNTY	CHECKED BY:	MJR		TOTAL SHTS.
			KENT				76

UNOFFICIAL



LEGEND

- ↳ EXISTING SIGN
- ⇨ PROPOSED SIGN

GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

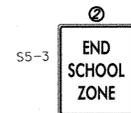
CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ④ REPOSITION EXISTING SIGN.

WEBSITE

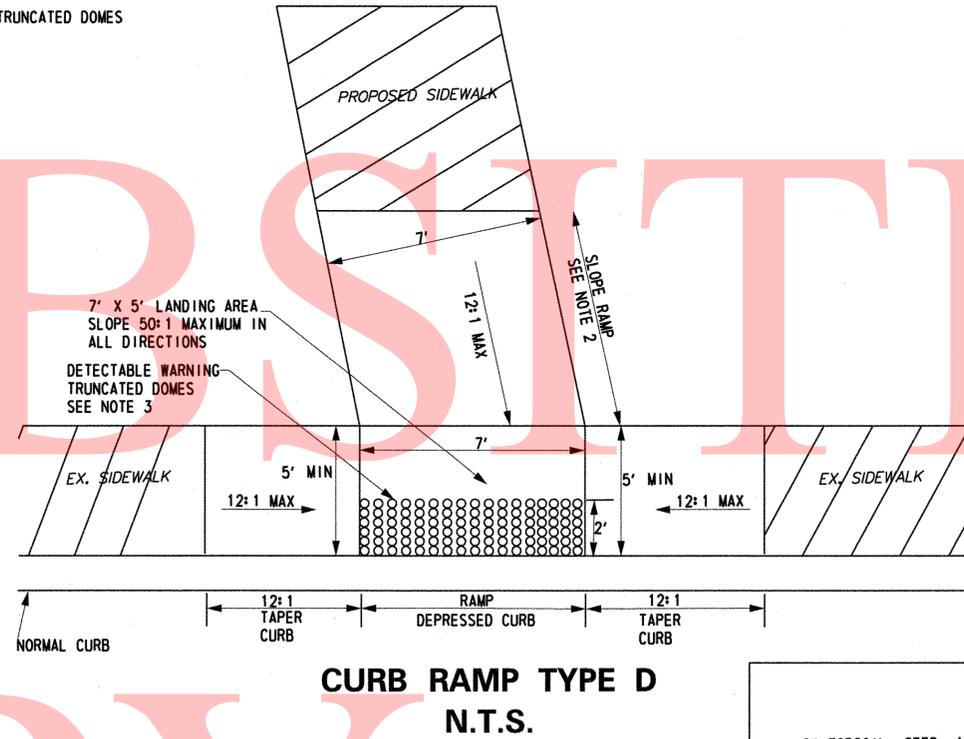
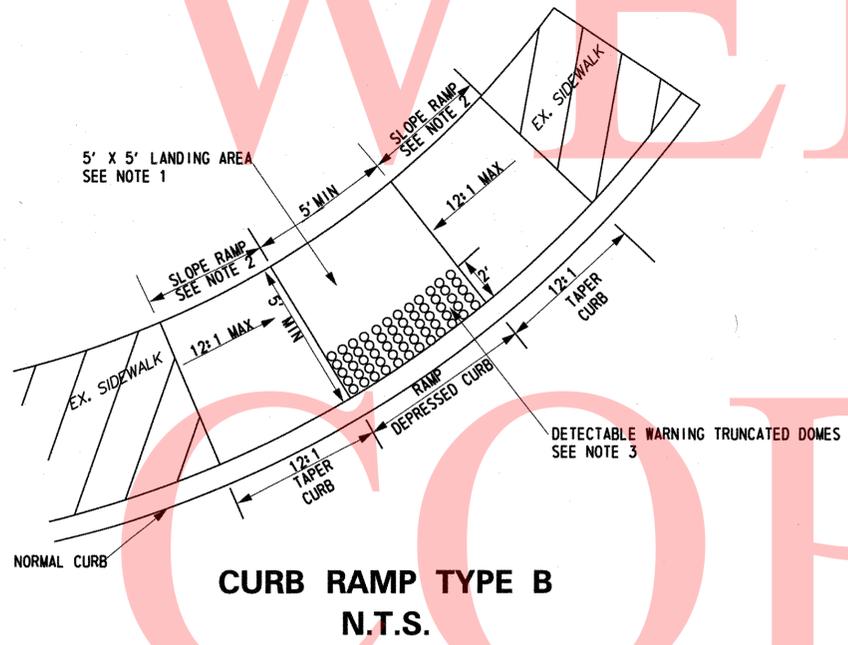
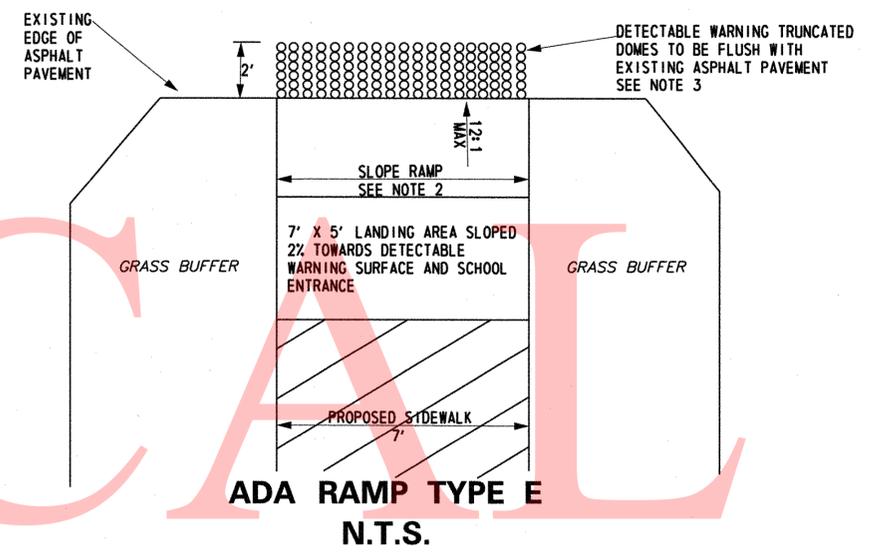
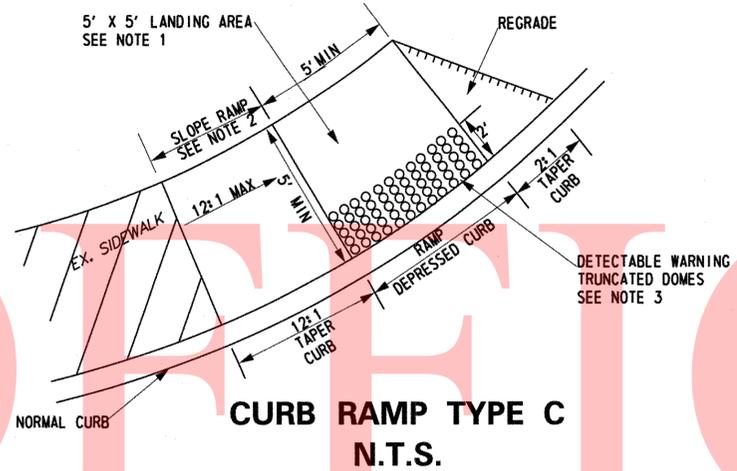
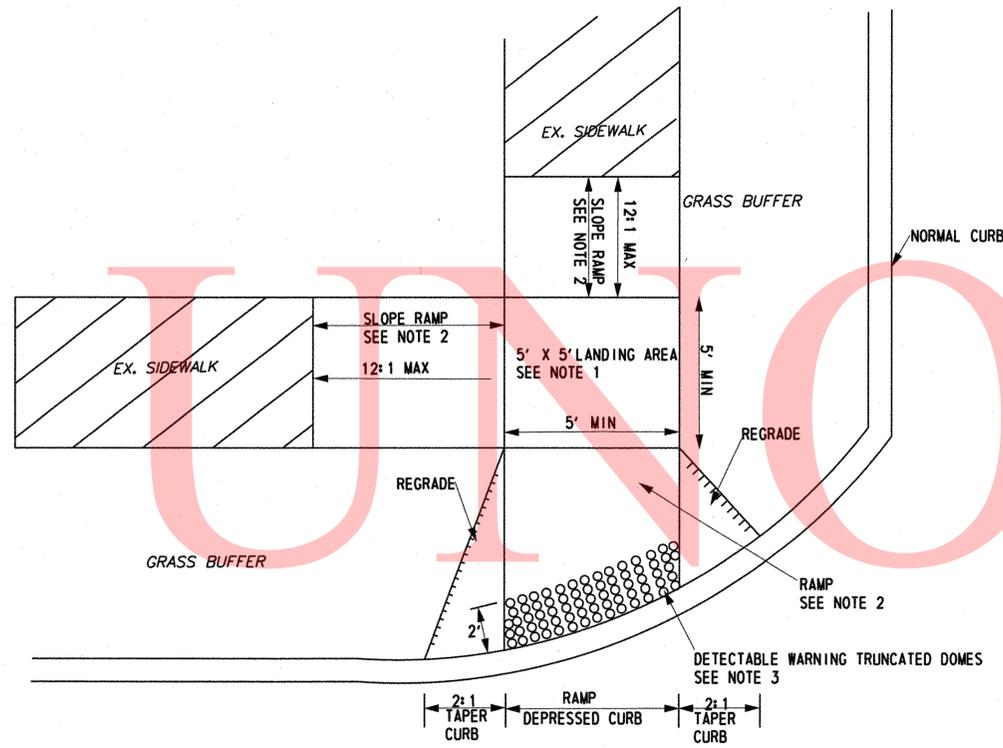
MATCHLINE TO SHEET 30

EXISTING RIGHT OF WAY

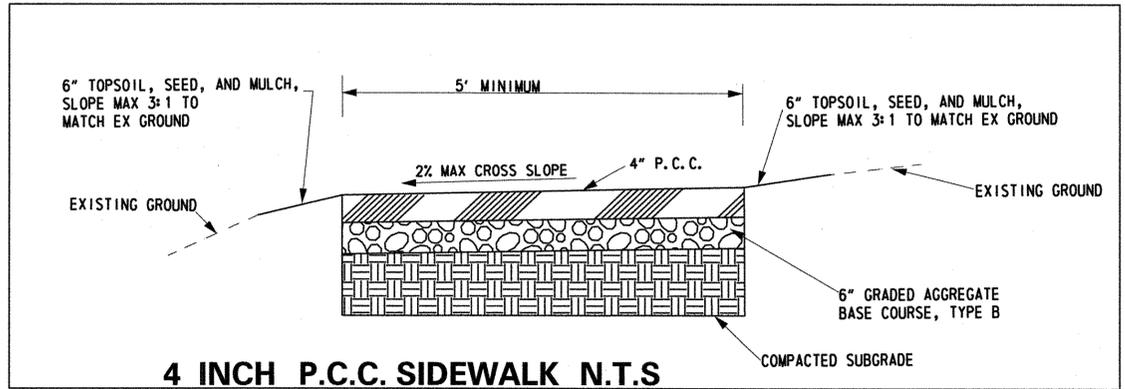


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	ADDENDUMS / REVISIONS		TOWN OF CAMDEN SAFE ROUTES TO SCHOOL KENT COUNTY	CONTRACT	FAP NO.	ESTP-2009(44)	FIFER MIDDLE SCHOOL SIGNING PLAN	SHEET NO.
				T201069001	DESIGNED BY:	DD		31
				COUNTY	CHECKED BY:	MJB		TOTAL SHTS.
				KENT				76



- NOTES:
1. LANDING AREA SHALL BE MIN 5' X 5' AND SLOPED 50:1 MAXIMUM IN ALL DIRECTIONS.
 2. RAMP SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 12:1 AND MAXIMUM CROSS SLOPE OF 50:1.
 3. THE AREA OF DETECTABLE WARNING TRUNCATED DOMES SHALL BE 24" LONG AND THE FULL WIDTH OF THE RAMP OR DEPRESSED CURB. SEE SPECIFICATIONS DELDOT STANDARD NO. C-2. DETECTABLE WARNING TRUNCATED DOMES TO BE PAID FOR UNDER ITEM #705007, SIDEWALK SURFACE DETECTABLE WARNING SYSTEM.
 4. WHERE A 12:1 MAXIMUM SLOPE RAMP WILL NOT MEET THE SIDEWALK GRADE WITHIN A LENGTH OF 15' DUE TO STEEP ADJACENT ROADWAY, THE RAMP LENGTH MAY BE LIMITED TO 15', AND THE RAMP SLOPE ALLOWED TO EXCEED 12:1.
 5. CURB RAMP TO BE PAID FOR UNDER ITEM #705001, 4" P.C.C. SIDEWALK.



ADDENDUMS / REVISIONS	

NOT TO SCALE

TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY

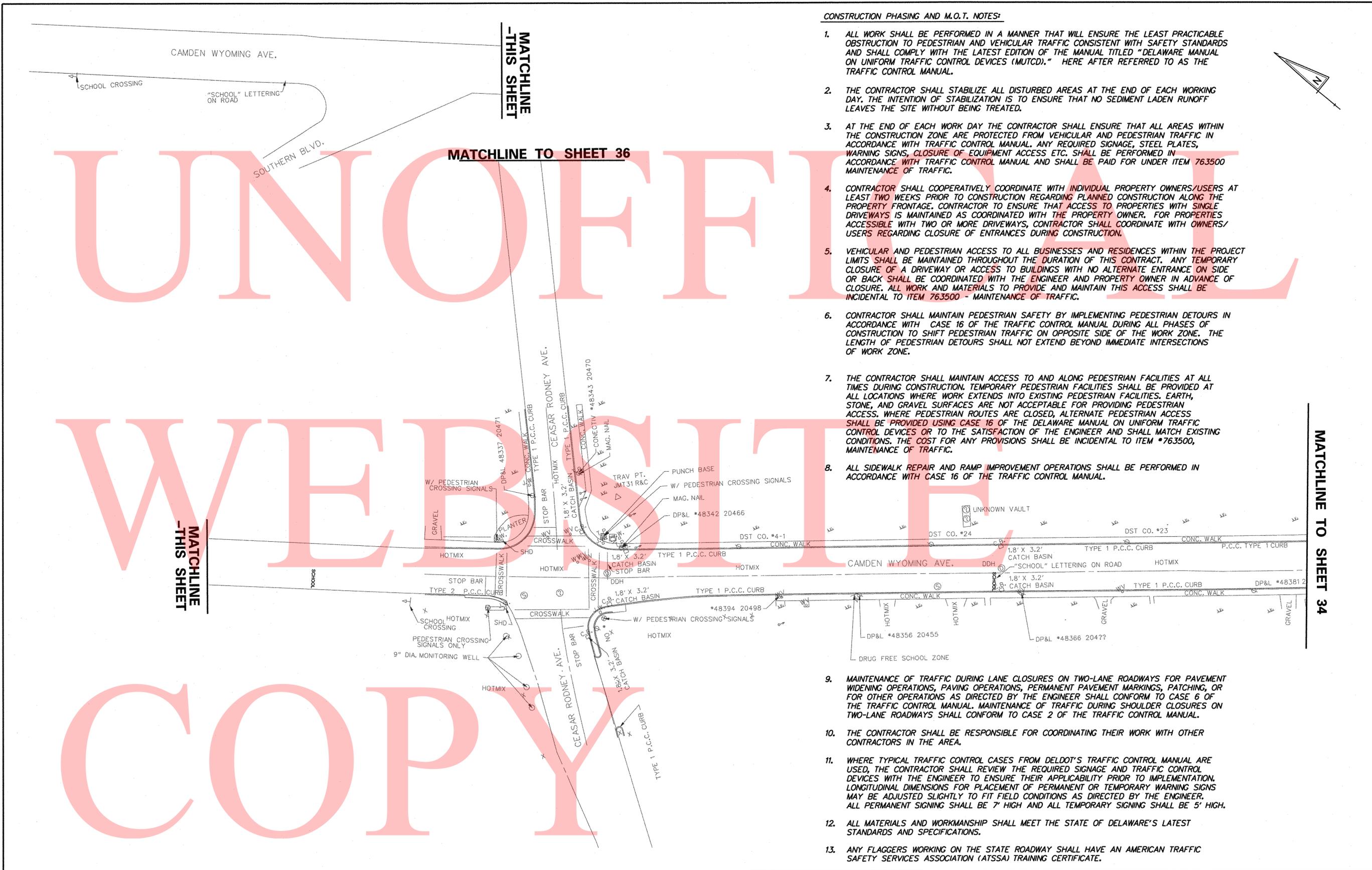
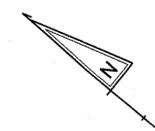
CONTRACT T201069001	FAP NO. ESTP-2009(44)
COUNTY KENT	DESIGNED BY: DD
	CHECKED BY: MJR

FIFER MIDDLE SCHOOL
CONSTRUCTION DETAILS

SHEET NO. 32
TOTAL SHTS. 76

CONSTRUCTION PHASING AND M.O.T. NOTES:

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
2. THE CONTRACTOR SHALL STABILIZE ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY. THE INTENTION OF STABILIZATION IS TO ENSURE THAT NO SEDIMENT LADEN RUNOFF LEAVES THE SITE WITHOUT BEING TREATED.
3. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL ENSURE THAT ALL AREAS WITHIN THE CONSTRUCTION ZONE ARE PROTECTED FROM VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL. ANY REQUIRED SIGNAGE, STEEL PLATES, WARNING SIGNS, CLOSURE OF EQUIPMENT ACCESS ETC. SHALL BE PERFORMED IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL AND SHALL BE PAID FOR UNDER ITEM 763500 MAINTENANCE OF TRAFFIC.
4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
5. VEHICULAR AND PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ACCESS TO BUILDINGS WITH NO ALTERNATE ENTRANCE ON SIDE OR BACK SHALL BE COORDINATED WITH THE ENGINEER AND PROPERTY OWNER IN ADVANCE OF CLOSURE. ALL WORK AND MATERIALS TO PROVIDE AND MAINTAIN THIS ACCESS SHALL BE INCIDENTAL TO ITEM 763500 - MAINTENANCE OF TRAFFIC.
6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SAFETY BY IMPLEMENTING PEDESTRIAN DETOURS IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL DURING ALL PHASES OF CONSTRUCTION TO SHIFT PEDESTRIAN TRAFFIC ON OPPOSITE SIDE OF THE WORK ZONE. THE LENGTH OF PEDESTRIAN DETOURS SHALL NOT EXTEND BEYOND IMMEDIATE INTERSECTIONS OF WORK ZONE.
7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND ALONG PEDESTRIAN FACILITIES AT ALL TIMES DURING CONSTRUCTION. TEMPORARY PEDESTRIAN FACILITIES SHALL BE PROVIDED AT ALL LOCATIONS WHERE WORK EXTENDS INTO EXISTING PEDESTRIAN FACILITIES. EARTH, STONE, AND GRAVEL SURFACES ARE NOT ACCEPTABLE FOR PROVIDING PEDESTRIAN ACCESS. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE PEDESTRIAN ACCESS SHALL BE PROVIDED USING CASE 16 OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR TO THE SATISFACTION OF THE ENGINEER AND SHALL MATCH EXISTING CONDITIONS. THE COST FOR ANY PROVISIONS SHALL BE INCIDENTAL TO ITEM *763500, MAINTENANCE OF TRAFFIC.
8. ALL SIDEWALK REPAIR AND RAMP IMPROVEMENT OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL.
9. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVEMENT WIDENING OPERATIONS, PAVING OPERATIONS, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 6 OF THE TRAFFIC CONTROL MANUAL. MAINTENANCE OF TRAFFIC DURING SHOULDER CLOSURES ON TWO-LANE ROADWAYS SHALL CONFORM TO CASE 2 OF THE TRAFFIC CONTROL MANUAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH OTHER CONTRACTORS IN THE AREA.
11. WHERE TYPICAL TRAFFIC CONTROL CASES FROM DELDOT'S TRAFFIC CONTROL MANUAL ARE USED, THE CONTRACTOR SHALL REVIEW THE REQUIRED SIGNAGE AND TRAFFIC CONTROL DEVICES WITH THE ENGINEER TO ENSURE THEIR APPLICABILITY PRIOR TO IMPLEMENTATION. LONGITUDINAL DIMENSIONS FOR PLACEMENT OF PERMANENT OR TEMPORARY WARNING SIGNS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL PERMANENT SIGNING SHALL BE 7' HIGH AND ALL TEMPORARY SIGNING SHALL BE 5' HIGH.
12. ALL MATERIALS AND WORKMANSHIP SHALL MEET THE STATE OF DELAWARE'S LATEST STANDARDS AND SPECIFICATIONS.
13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.



MATCHLINE -THIS SHEET

MATCHLINE TO SHEET 36

MATCHLINE -THIS SHEET

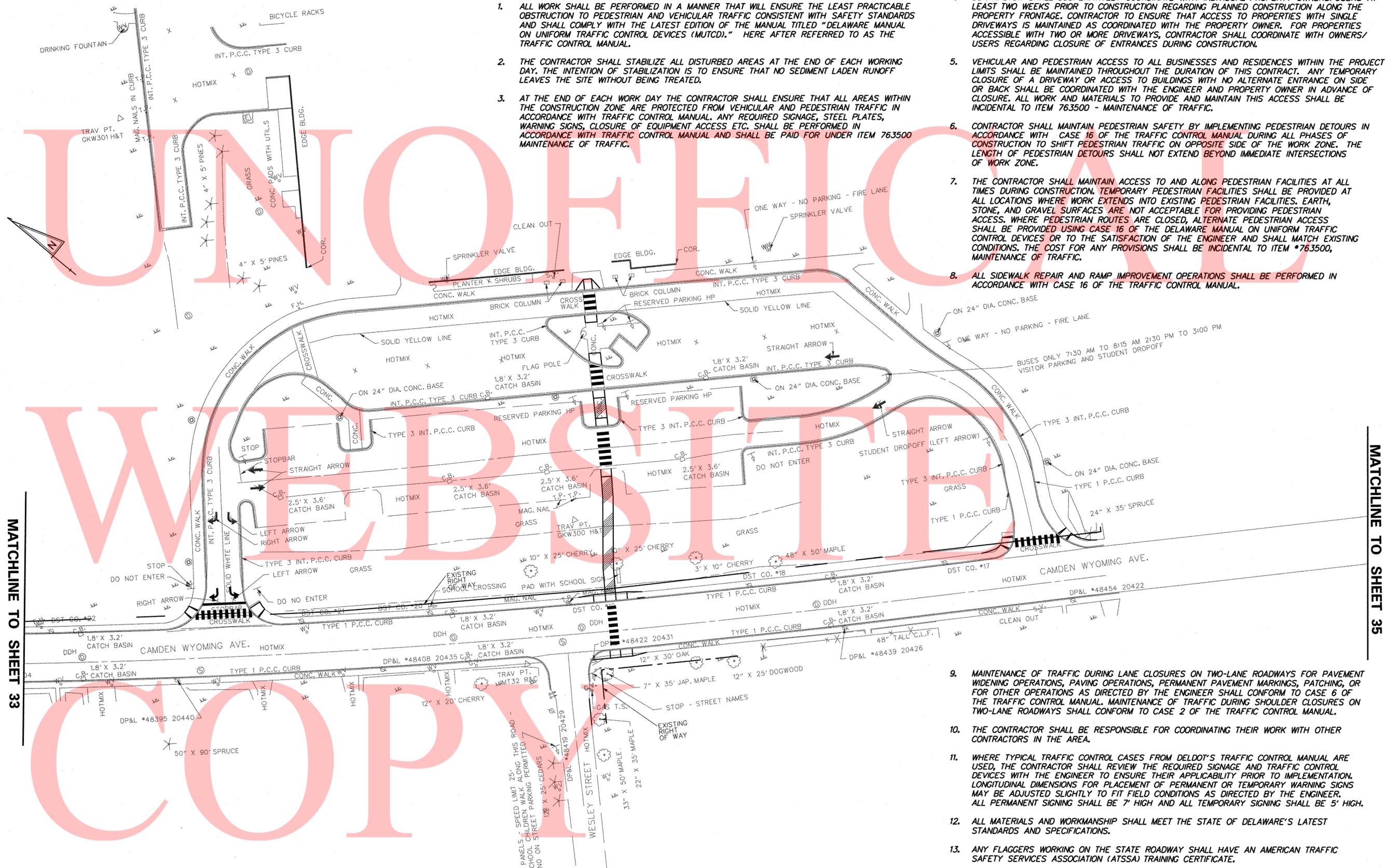
MATCHLINE TO SHEET 34

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<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS	<p>SCALE</p> <p>FEET</p>	<p>TOWN OF CAMDEN SAFE ROUTES TO SCHOOL KENT COUNTY</p>	CONTRACT	FAP NO.	ESTP-2009(44)	<p>FIFER MIDDLE SCHOOL CONSTRUCTION PHASING AND M.O.T. PLAN</p>	SHEET NO.	
					T201069001	DESIGNED BY: DD			33
					KENT	CHECKED BY: MJB			TOTAL SHTS.
									76

CONSTRUCTION PHASING AND M.O.T. NOTES:

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
2. THE CONTRACTOR SHALL STABILIZE ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY. THE INTENTION OF STABILIZATION IS TO ENSURE THAT NO SEDIMENT LADEN RUNOFF LEAVES THE SITE WITHOUT BEING TREATED.
3. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL ENSURE THAT ALL AREAS WITHIN THE CONSTRUCTION ZONE ARE PROTECTED FROM VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL. ANY REQUIRED SIGNAGE, STEEL PLATES, WARNING SIGNS, CLOSURE OF EQUIPMENT ACCESS ETC. SHALL BE PERFORMED IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL AND SHALL BE PAID FOR UNDER ITEM 763500 MAINTENANCE OF TRAFFIC.
4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
5. VEHICULAR AND PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ACCESS TO BUILDINGS WITH NO ALTERNATE ENTRANCE ON SIDE OR BACK SHALL BE COORDINATED WITH THE ENGINEER AND PROPERTY OWNER IN ADVANCE OF CLOSURE. ALL WORK AND MATERIALS TO PROVIDE AND MAINTAIN THIS ACCESS SHALL BE INCIDENTAL TO ITEM 763500 - MAINTENANCE OF TRAFFIC.
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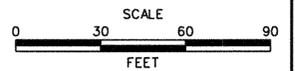
MATCHLINE TO SHEET 33

MATCHLINE TO SHEET 35

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13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.



ADDENDUMS / REVISIONS	



**TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

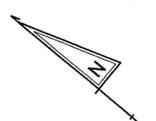
**FIFER MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN**

SHEET NO.	34
TOTAL SHTS.	76

CONSTRUCTION PHASING AND M.O.T. NOTES:

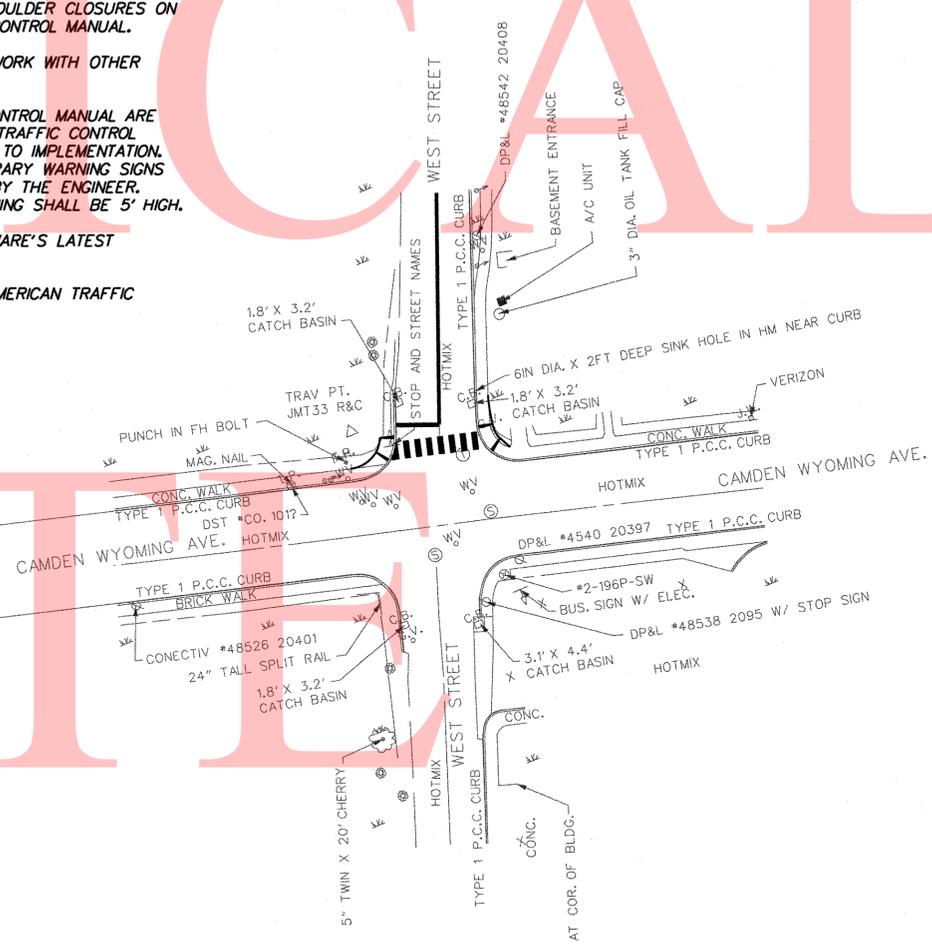
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TRAV. PT. JMT34 RL



MATCHLINE TO SHEET 34

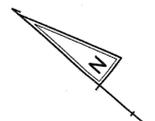
SCHOOL
SPEED LIMIT 20
WHEN CHILDREN ARE PRESENT
"SCHOOL" LETTERING ON ROAD



COPY

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS	<p>SCALE</p> <p>FEET</p>	<p>TOWN OF CAMDEN SAFE ROUTES TO SCHOOL KENT COUNTY</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>CONTRACT</td><td>FAP NO.</td><td>ESTP-2009(44)</td></tr> <tr><td>T201069001</td><td>DESIGNED BY: DD</td><td></td></tr> <tr><td>COUNTY</td><td>CHECKED BY: MJR</td><td></td></tr> <tr><td>KENT</td><td></td><td></td></tr> </table>	CONTRACT	FAP NO.	ESTP-2009(44)	T201069001	DESIGNED BY: DD		COUNTY	CHECKED BY: MJR		KENT			<p>FIFER MIDDLE SCHOOL CONSTRUCTION PHASING AND M.O.T. PLAN</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>SHEET NO.</td><td>35</td></tr> <tr><td>TOTAL SHTS.</td><td>76</td></tr> </table>	SHEET NO.	35	TOTAL SHTS.	76
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UNOFFICIAL WEBSITE COPY



CONSTRUCTION PHASING AND M.O.T. NOTES:

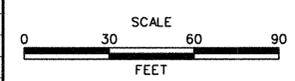
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MATCHLINE TO SHEET 33

MATCHLINE TO SHEET 37



ADDENDUMS / REVISIONS	

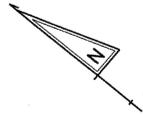


**TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY: DD	
COUNTY	CHECKED BY: MJR	
KENT		

**FIFER MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN**

SHEET NO.	36
TOTAL SHTS.	76



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MATCHLINE TO SHEET 36

WEBSITE

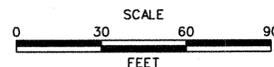
EXISTING RIGHT OF WAY

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ADDENDUMS / REVISIONS



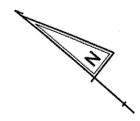
TOWN OF CAMDEN
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)	FIFER MIDDLE SCHOOL	SHEET NO.
T201069001	DESIGNED BY: DD		CONSTRUCTION PHASING AND M.O.T. PLAN	37
COUNTY	CHECKED BY: MJB			TOTAL SHTS.
KENT				76

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SHEETS 43 /48 /54

SHEETS 44 /49 /55



BACON AVE.

TOWNSHIP
 DIVISION

BUCKSON DRIVE

BUCKSON DRIVE

BUCKSON DRIVE

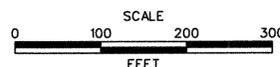
SHEETS 40 /45 /51

SHEETS 41 /46 /52

SHEETS 42 /47 /53



ADDENDUMS / REVISIONS



CITY OF DOVER
 SAFE ROUTES TO SCHOOL
 KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
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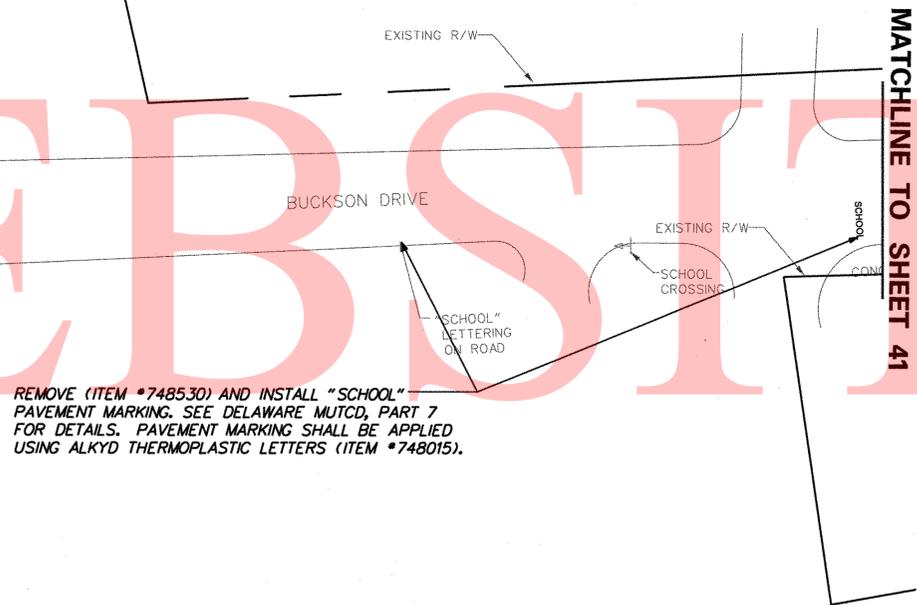
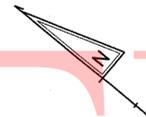
TOWNE POINT ELEMENTARY
 PLAN SHEET INDEX

SHEET NO.	39
TOTAL SHTS.	76

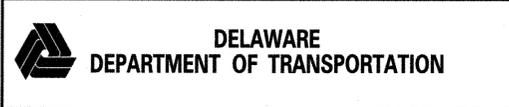
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WEBSITE

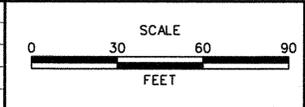
COPY



REMOVE (ITEM #748530) AND INSTALL "SCHOOL" PAVEMENT MARKING. SEE DELAWARE MUTCD, PART 7 FOR DETAILS. PAVEMENT MARKING SHALL BE APPLIED USING ALKYD THERMOPLASTIC LETTERS (ITEM #748015).



ADDENDUMS / REVISIONS	



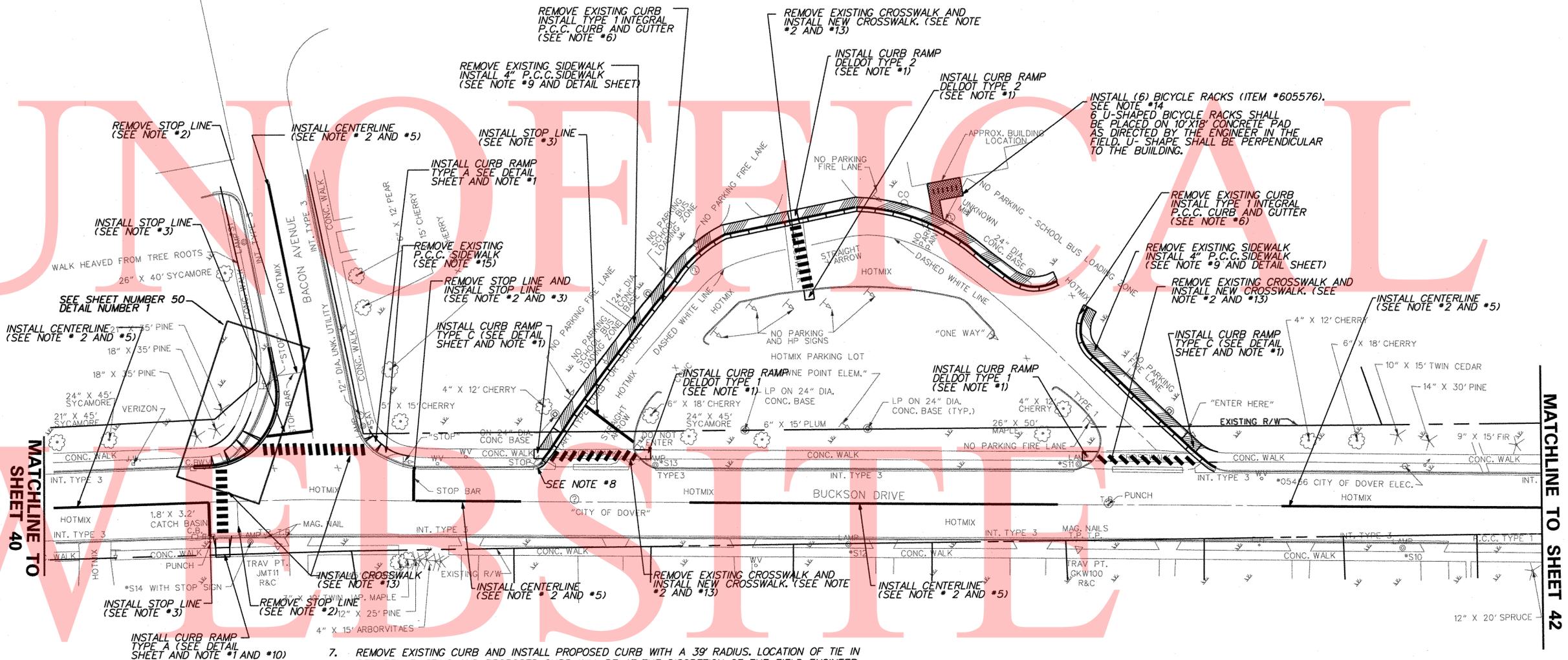
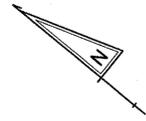
CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

TOWNE POINT ELEMENTARY
CONSTRUCTION PLAN

SHEET NO.	40
TOTAL SHTS.	76

MATCHLINE TO SHEET 43

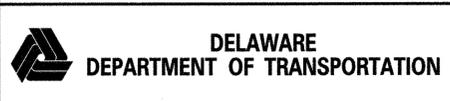
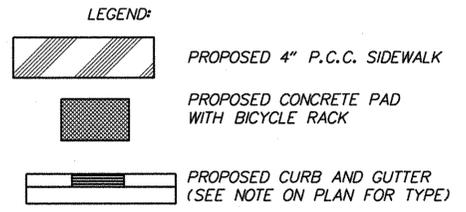


MATCHLINE TO SHEET 40

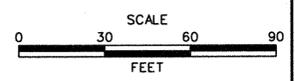
MATCHLINE TO SHEET 42

NOTES:

- CONTRACTOR SHALL TIE PROPOSED CURB RAMP INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM *705001.
- REMOVAL OF EXISTING STOP BAR, CROSSWALKS, AND CENTERLINE SHALL BE PAID FOR UNDER ITEM *748530. FIELD ENGINEER SHALL DIRECT CONTRACTOR ON LIMITS OF CENTERLINE REMOVAL.
- NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
- CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009.
- DOUBLE YELLOW CENTERLINE SHALL BE PAID UNDER ITEM *748506. LIMITS OF NEW CENTERLINE WILL BE DIRECTED BY THE CHIEF ENGINEER.
- REMOVE EXISTING CURB AND REPLACE CURB SO THAT HORIZONTAL LOCATION OF THE PROPOSED TOP OF CURB MATCHES EXISTING HORIZONTAL LOCATION OF TOP OF CURB. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM *758000 AND NEW CURB SHALL BE PAID FOR UNDER ITEM *701020.
- REMOVE EXISTING CURB AND INSTALL PROPOSED CURB WITH A 39' RADIUS. LOCATION OF TIE IN BETWEEN EXISTING AND PROPOSED CURB WILL BE AT THE DISCRETION OF THE FIELD ENGINEER. CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN AND WATER VALVE. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM *758000 AND NEW CURB SHALL BE PAID FOR UNDER ITEM *701022.
- TOP OF CURB BETWEEN EXISTING TYPE 3 INTEGRAL P.C.C. CURB AND GUTTER AND PROPOSED TYPE 1 INTEGRAL P.C.C. CURB AND GUTTER ALONG SCHOOL DRIVE SHALL BE FLUSH. GUTTER PAN TRANSITIONING WILL BE DONE AT THE DISCRETION OF THE FIELD ENGINEER.
- REMOVE (ITEM *758000) AND REPLACE EXISTING SIDEWALK (ITEM *705001). SIDEWALK SHALL BE SLOPED AT 2% TOWARDS THE EXISTING ROADWAY.
- CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN, FIRE HYDRANT, UTILITY POLE, LIGHT POLES, AND SIGNS.
- THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER.
- "SCHOOL" PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM *748015).
- INSTALLATION OF CROSSWALKS (ITEM *748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
- BICYCLE RACKS (6) SHALL BE PAID FOR UNDER ITEM *605576. CONCRETE PAD FOR BICYCLE RACKS WILL BE INSTALLED ON THE SOUTH SIDE OF THE ELEMENTARY BUILDING IN FRONT OF "TOWNE POINT ELEMENTARY" LETTERING ON THE WALL AS DIRECTED BY THE ENGINEER IN THE FIELD. CONCRETE PAD SHALL BE PAID FOR UNDER ITEM *705001, P.C.C. SIDEWALK, 4"
- REMOVAL OF EXISTING SIDEWALK (ITEM *758000) AND INSTALL 4" TOPSOIL (ITEM *732000); PERMANENT GRASS SEEDING, SUBDIVISION (ITEM *734016); AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
- FIELD ENGINEER TO DIRECT TIE IN BETWEEN PROPOSED P.C.C. SIDEWALK AND EXISTING SIDEWALK ALONG SCHOOL ENTRANCE.
- REMOVE EXISTING ROADWAY (ITEM *202000) AND INSTALL BORROW TYPE F (ITEM *209006), 4" TOPSOIL (ITEM *732000), GRASS SEEDING, SUBDIVISION (ITEM *734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
- INSTALLATION OF LEFT TURN THERMOPLASTIC ARROWS SHALL BE PAID FOR UNDER ITEM *748015.
- ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH (SEE DETAIL SHEET). TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
- THE CONTRACTOR SHALL NOTIFY PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.



ADDENDUMS / REVISIONS



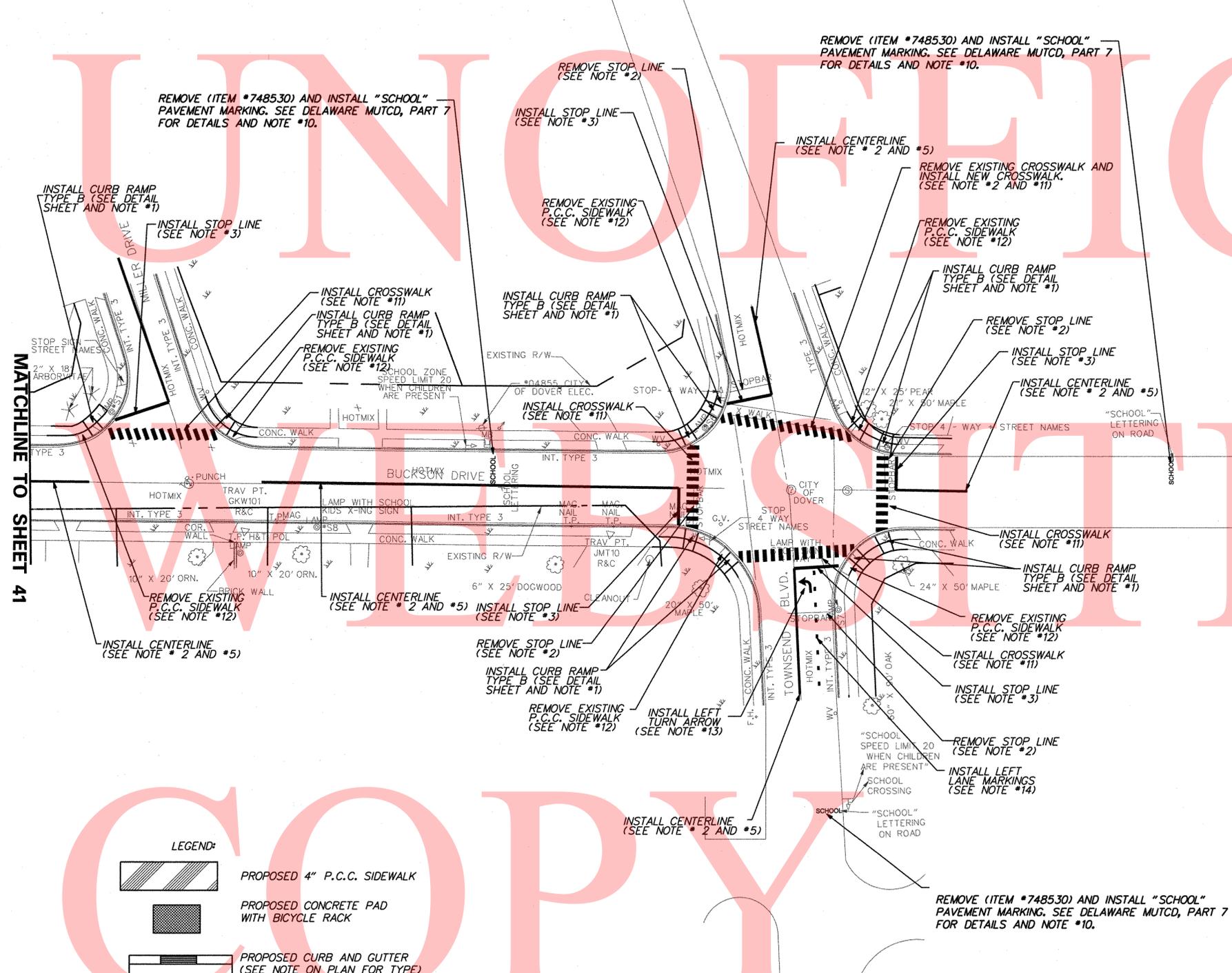
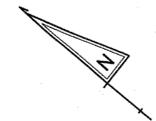
CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJB
KENT		

TOWNE POINT ELEMENTARY
CONSTRUCTION PLAN

SHEET NO.	41
TOTAL SHTS.	76

MATCHLINE TO SHEET 44



NOTES:

1. CONTRACTOR SHALL TIE PROPOSED CURB RAMP INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM *705001.
2. REMOVAL OF EXISTING STOP BAR, CROSSWALKS, AND CENTERLINE SHALL BE PAID FOR UNDER ITEM *748530. FIELD ENGINEER SHALL DIRECT CONTRACTOR ON LIMITS OF CENTERLINE REMOVAL.
3. NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
4. CURB RAMP CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001. CURB RAMP CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009.
5. DOUBLE YELLOW CENTERLINE SHALL BE PAID UNDER ITEM *748506. LIMITS OF NEW CENTERLINE WILL BE DIRECTED BY THE CHIEF ENGINEER.
6. REMOVE EXISTING CURB AND REPLACE CURB SO THAT HORIZONTAL LOCATION OF THE PROPOSED TOP OF CURB MATCHES EXISTING HORIZONTAL LOCATION OF TOP OF CURB. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM *758000 AND NEW CURB SHALL BE PAID FOR UNDER ITEM *701020.
7. REMOVE EXISTING CURB AND INSTALL PROPOSED CURB WITH A 39' RADIUS. LOCATION OF TIE IN BETWEEN EXISTING AND PROPOSED CURB WILL BE AT THE DISCRETION OF THE FIELD ENGINEER. CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN AND WATER VALVE. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM *758000 AND NEW CURB SHALL BE PAID FOR UNDER ITEM *701022.
8. CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN, FIRE HYDRANT, UTILITY POLE, LIGHT POLES, AND SIGNS.
9. THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER.
10. "SCHOOL" PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM *748015).
11. INSTALLATION OF CROSSWALKS (ITEM *748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
12. REMOVAL OF EXISTING SIDEWALK (ITEM *758000) AND INSTALL 4" TOPSOIL (ITEM *732000); PERMANENT GRASS SEEDING, SUBDIVISION (ITEM *734016); AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
13. INSTALLATION OF LEFT TURN THERMOPLASTIC ARROWS SHALL BE PAID FOR UNDER ITEM *748015.
14. INSTALLATION OF LEFT TURN LANE MARKINGS SHALL BE PAID FOR UNDER ITEM *748002.
15. ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH (SEE DETAIL SHEET). TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
16. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.

MATCHLINE TO SHEET 41

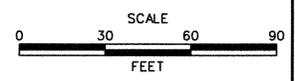
COPY

LEGEND:

	PROPOSED 4" P.C.C. SIDEWALK
	PROPOSED CONCRETE PAD WITH BICYCLE RACK
	PROPOSED CURB AND GUTTER (SEE NOTE ON PLAN FOR TYPE)

ADDENDUMS / REVISIONS

NO.	DATE	DESCRIPTION

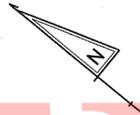


**CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT T201069001	FAP NO. ESTP-2009(44)	DESIGNED BY: DD	TOWNE POINT ELEMENTARY CONSTRUCTION PLAN	SHEET NO. 42
COUNTY KENT	CHECKED BY: MJR			TOTAL SHTS. 76

**DELAWARE
DEPARTMENT OF TRANSPORTATION**

UNOFFICIAL
WEBSITE
COPY

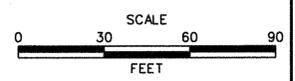


BACON AVENUE

MATCHLINE TO SHEET 41



ADDENDUMS / REVISIONS	



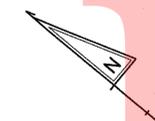
CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

TOWNE POINT ELEMENTARY
CONSTRUCTION PLAN

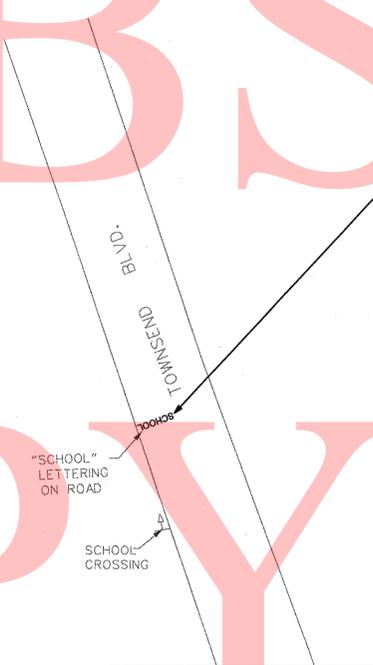
SHEET NO.	43
TOTAL SHTS.	76

UNOFFICIAL



WEBSITE

COPY

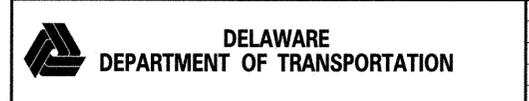


REMOVE (ITEM *748530) AND INSTALL "SCHOOL" PAVEMENT MARKING. SEE DELAWARE MUTCD, PART 7 FOR DETAILS. PAVEMENT MARKING SHALL BE APPLIED USING ALKYD THERMOPLASTIC LETTERS (ITEM *748015).

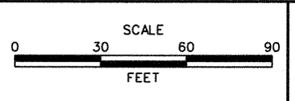
"SCHOOL" LETTERING ON ROAD

SCHOOL CROSSING

MATCHLINE TO SHEET 42



ADDENDUMS / REVISIONS	



CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

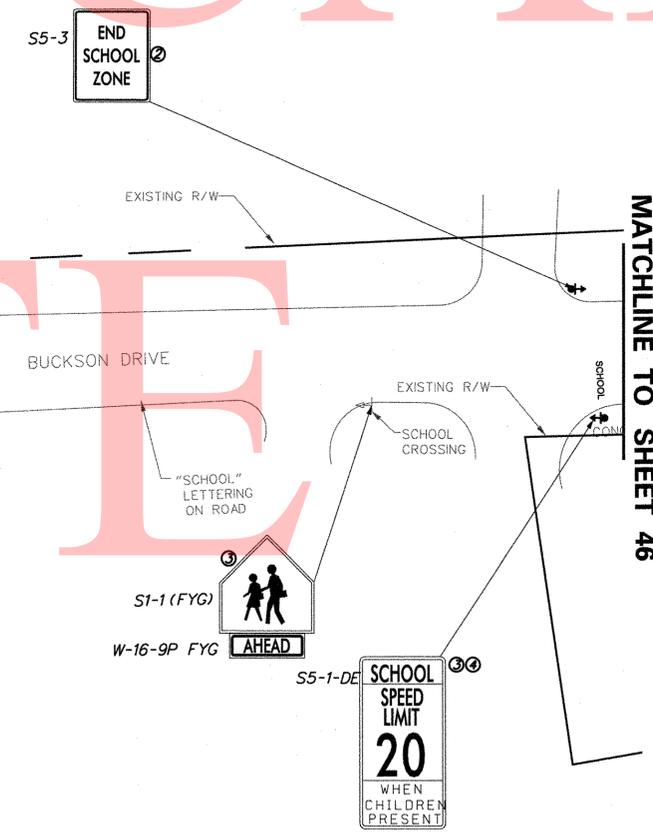
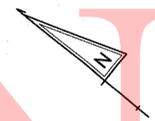
TOWNE POINT ELEMENTARY
CONSTRUCTION PLAN

SHEET NO.	44
TOTAL SHTS.	76

UNOFFICIAL

WEBSITE

COPY



LEGEND
 ▬ EXISTING SIGN
 ◀▶ PROPOSED SIGN

GENERAL NOTES:
 1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
 2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
 3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36"x36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30"x30".
 4. CHANGE THE 4-WAY SIGNS TO ALL WAY SIGNS ON STOP SIGNS.

CONSTRUCTION DETAILS:
 ① REMOVE EXISTING SIGN.
 ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
 ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
 ④ REPOSITION EXISTING SIGN.

03/24/2011 3/24/2011

MATCHLINE TO SHEET 48

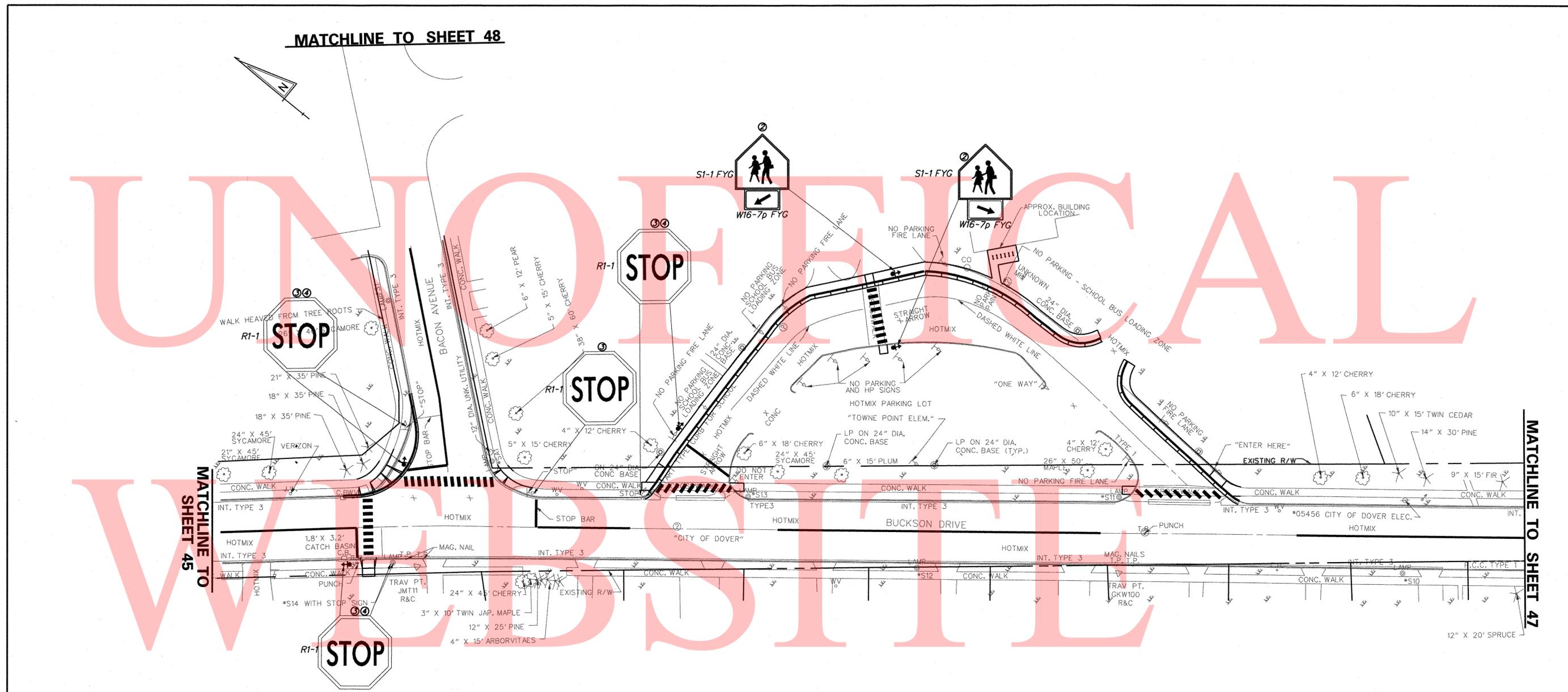
MATCHLINE TO SHEET 45

MATCHLINE TO SHEET 47

LEGEND
 ↳ EXISTING SIGN
 ↗ PROPOSED SIGN

GENERAL NOTES:
 1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
 2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
 3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".
 4. CHANGE THE 4-WAY SIGNS TO ALL WAY SIGNS ON STOP SIGNS.

CONSTRUCTION DETAILS:
 ① REMOVE EXISTING SIGN.
 ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
 ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
 ④ REPOSITION EXISTING SIGN.



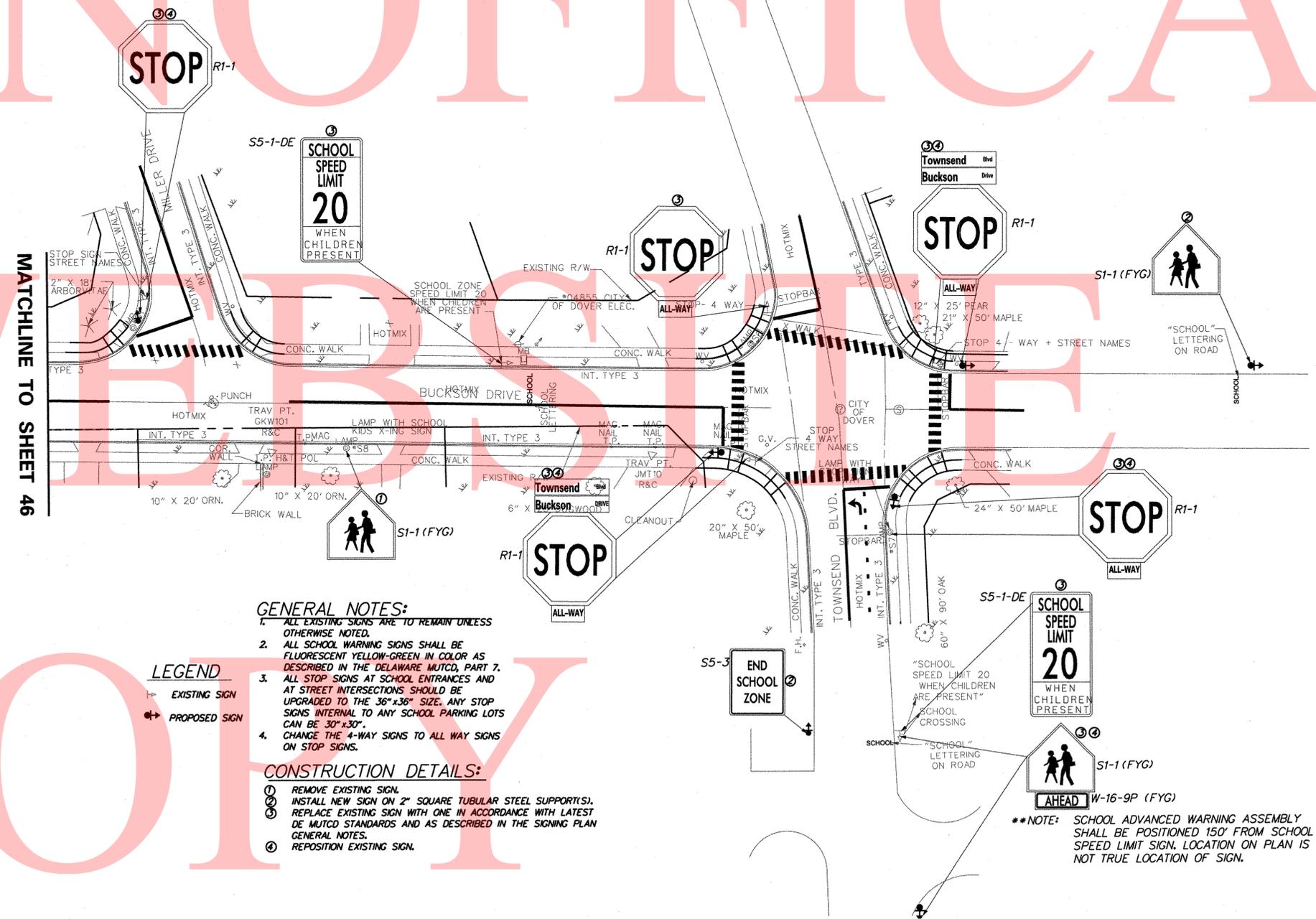
<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	<p>ADDENDUMS / REVISIONS</p>	<p>SCALE 0 30 60 90 FEET</p>	<p>CITY OF DOVER SAFE ROUTES TO SCHOOL KENT COUNTY</p>	<p>CONTRACT T201069001</p>	<p>FAP NO. ESTP-2009(44)</p>	<p>TOWNE POINT ELEMENTARY SIGNING PLAN</p>	<p>SHEET NO. 46</p>
				<p>COUNTY KENT</p>	<p>DESIGNED BY: DD CHECKED BY: MJR</p>		<p>TOTAL SHTS. 76</p>

UNOFFICIAL

WORKSHEET

COPY

MATCHLINE TO SHEET 49



GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".
4. CHANGE THE 4-WAY SIGNS TO ALL WAY SIGNS ON STOP SIGNS.

LEGEND

- ⊕ EXISTING SIGN
- ➔ PROPOSED SIGN

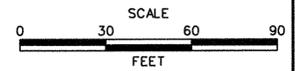
CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ④ REPOSITION EXISTING SIGN.

****NOTE:** SCHOOL ADVANCED WARNING ASSEMBLY SHALL BE POSITIONED 150' FROM SCHOOL SPEED LIMIT SIGN. LOCATION ON PLAN IS NOT TRUE LOCATION OF SIGN.



ADDENDUMS / REVISIONS	



**CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY: DD	
COUNTY	CHECKED BY: MJR	
KENT		

**TOWNE POINT ELEMENTARY
SIGNING PLAN**

SHEET NO.	47
TOTAL SHTS.	76

UNOFFICIAL
WEBSITE
COPY

MATCHLINE TO THIS SHEET

MATCHLINE TO THIS SHEET

MATCHLINE TO SHEET 46

GENERAL NOTES:

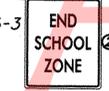
1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36"x36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30"x30".
4. CHANGE THE 4-WAY SIGNS TO ALL WAY SIGNS ON STOP SIGNS.

LEGEND

- EXISTING SIGN
- PROPOSED SIGN

CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ④ REPOSITION EXISTING SIGN.



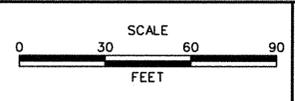
"SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT" SCHOOL CROSSING



BACON AVENUE

BACON COURT

ADDENDUMS / REVISIONS	



CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJB
KENT		

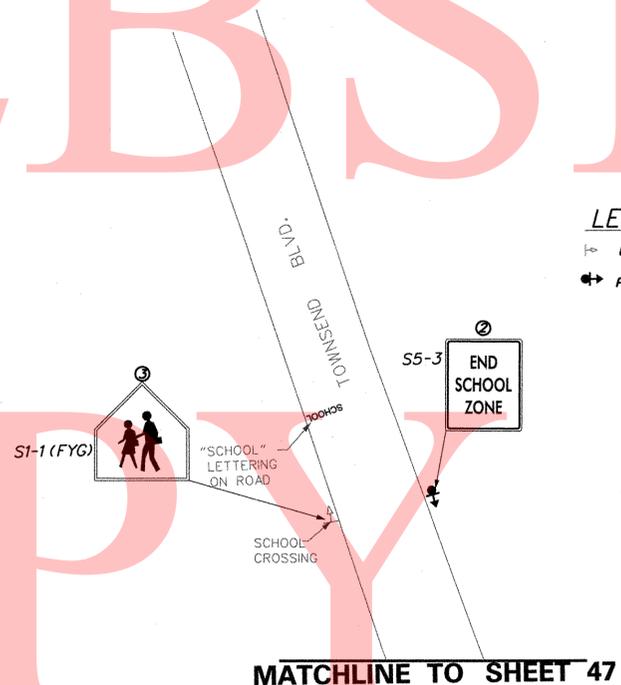
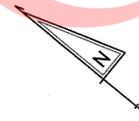
SHEET NO.	48
TOTAL SHTS.	76

\\c:\p\02932\004 Safe Routes to School\AD\T\Towne Point Elementary\SS04.dwg 3/16/2011

UNOFFICIAL

WEBSITE

COPY



LEGEND

- EXISTING SIGN
- ↔ PROPOSED SIGN

GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERVAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".
4. CHANGE THE 4-WAY SIGNS TO ALL WAY SIGNS ON STOP SIGNS.

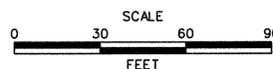
CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ④ REPOSITION EXISTING SIGN.



ADDENDUMS / REVISIONS

NO.	DATE	DESCRIPTION

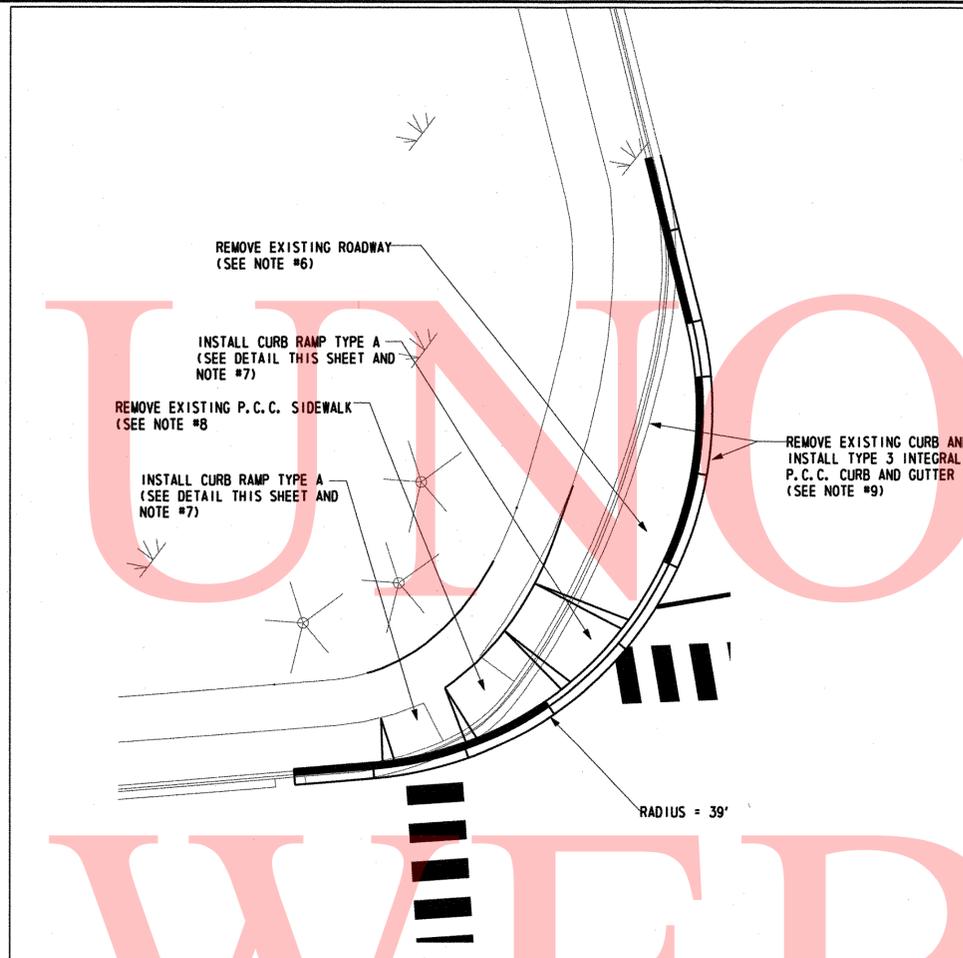


**CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY**

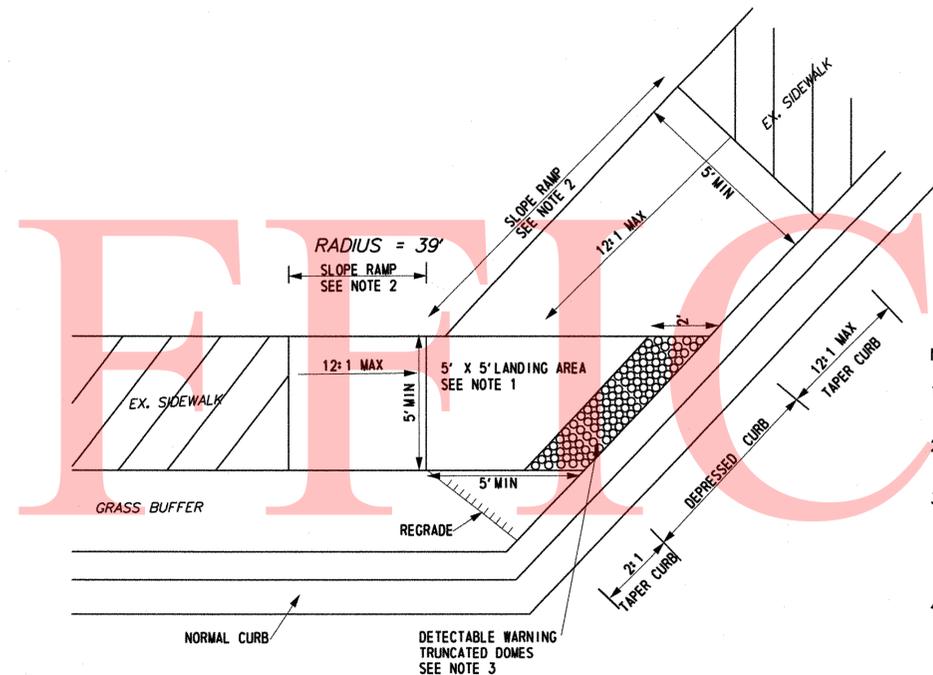
CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJB
KENT		

**TOWNE POINT ELEMENTARY
SIGNING PLAN**

SHEET NO.	49
TOTAL SHTS.	76

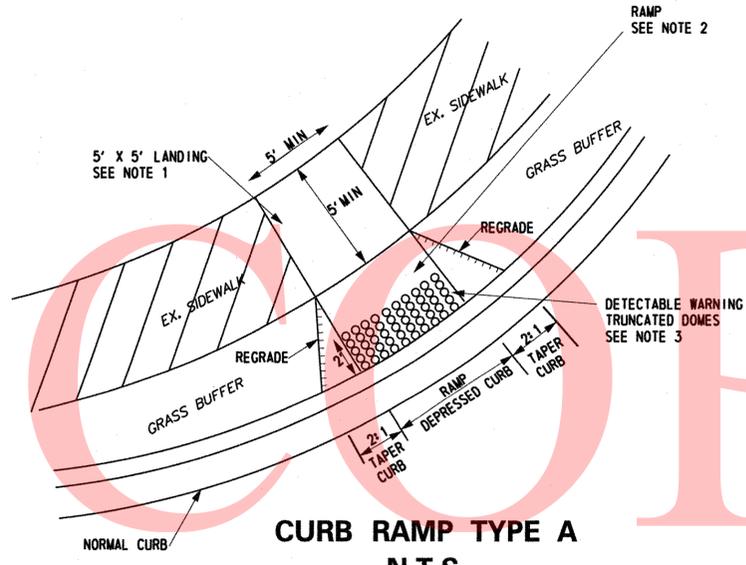


DETAIL #1
INTERSECTION IMPROVEMENTS
AT BACON AVE./BUCKSON DR.
N.T.S.

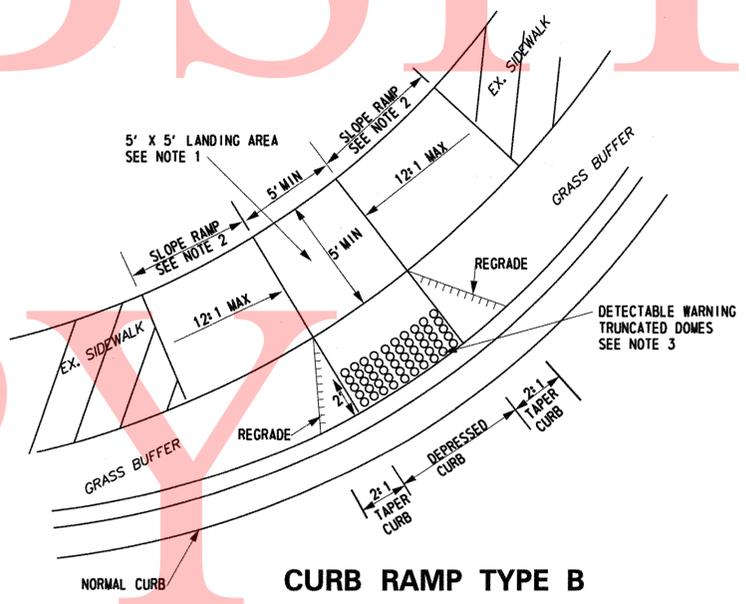


CURB RAMP TYPE C
N.T.S.

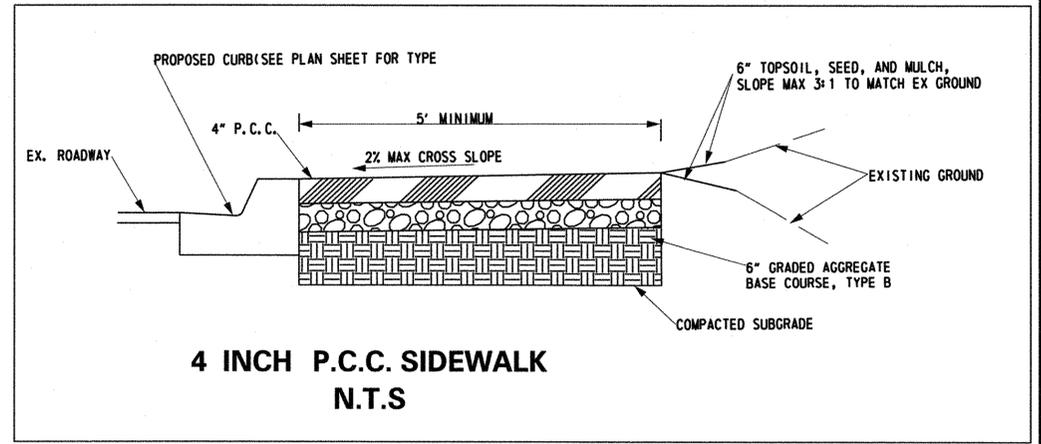
- NOTES:**
1. LANDING AREA SHALL BE MIN 5' X 5' AND SLOPED 50:1 MAXIMUM IN ALL DIRECTIONS.
 2. RAMP SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 12:1 AND MAXIMUM CROSS SLOPE OF 50:1.
 3. THE AREA OF DETECTABLE WARNING TRUNCATED DOMES SHALL BE 24" LONG AND THE FULL WIDTH OF THE RAMP OR DEPRESSED CURB. SEE SPECIFICATIONS DELDOT STANDARD NO. C-2. DETECTABLE WARNING TRUNCATED DOMES TO BE PAID FOR UNDER ITEM #705007, SIDEWALK SURFACE DETECTABLE WARNING SYSTEM.
 4. WHERE A 12:1 MAXIMUM SLOPE RAMP WILL NOT MEET THE SIDEWALK GRADE WITHIN A LENGTH OF 15' DUE TO STEEP ADJACENT ROADWAY, THE RAMP LENGTH MAY BE LIMITED TO 15', AND THE RAMP SLOPE ALLOWED TO EXCEED 12:1.
 5. CURB RAMP TO BE PAID FOR UNDER ITEM #705001, 4" P.C.C. SIDEWALK.
 6. REMOVE EXISTING ROADWAY (ITEM #202000) AND INSTALL BORROW TYPE F (ITEM #209006), 4" TOPSOIL (ITEM #732000), GRASS SEEDING, SUBDIVISION (ITEM #734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM #735521).
 7. CONTRACTOR SHALL TIE PROPOSED CURB RAMP INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM #705001.
 8. REMOVAL OF EXISTING SIDEWALK (ITEM #758000) AND INSTALL 4" TOPSOIL (ITEM #732000); PERMANENT GRASS SEEDING, SUBDIVISION (ITEM #734016); AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM #735521).
 9. REMOVE EXISTING CURB AND INSTALL PROPOSED CURB WITH A 39' RADIUS. LOCATION OF TIE IN BETWEEN EXISTING AND PROPOSED CURB WILL BE AT THE DISCRETION OF THE FIELD ENGINEER. CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN AND WATER VALVE. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM #758000 AND NEW CURB SHALL BE PAID FOR UNDER ITEM #701022.



CURB RAMP TYPE A
N.T.S.



CURB RAMP TYPE B
N.T.S.



4 INCH P.C.C. SIDEWALK
N.T.S.

ADDENDUMS / REVISIONS	

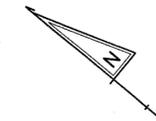
CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY: DD	
COUNTY	CHECKED BY: MJR	
KENT		

SHEET NO.	50
TOTAL SHTS.	76

CONSTRUCTION PHASING AND M.O.T. NOTES:

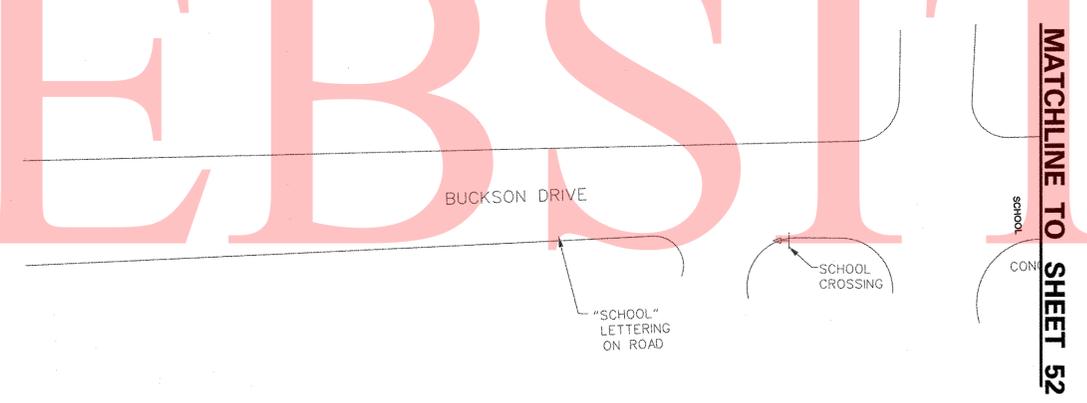
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4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
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6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SAFETY BY IMPLEMENTING PEDESTRIAN DETOURS IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL DURING ALL PHASES OF CONSTRUCTION TO SHIFT PEDESTRIAN TRAFFIC ON OPPOSITE SIDE OF THE WORK ZONE. THE LENGTH OF PEDESTRIAN DETOURS SHALL NOT EXTEND BEYOND IMMEDIATE INTERSECTIONS OF WORK ZONE.
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TRAFFIC

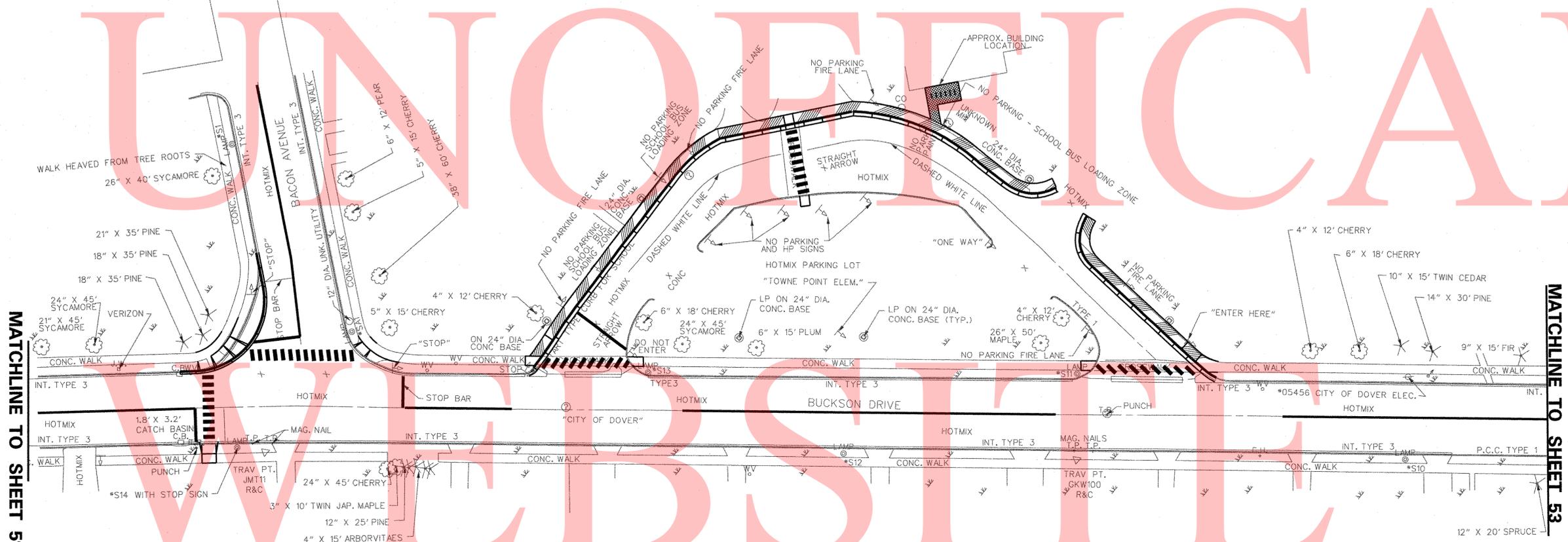
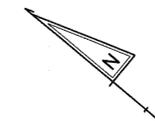
WEBSITE



COPY

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE FEET	CONTRACT T201069001	FAP NO. ESTP-2009(44)	TOWNE POINT ELEMENTARY CONSTRUCTION PHASING AND M.O.T. PLAN	SHEET NO. 51
			COUNTY KENT	DESIGNED BY: DD CHECKED BY: MJR		TOTAL SHTS. 76

MATCHLINE TO SHEET 54



MATCHLINE TO SHEET 51

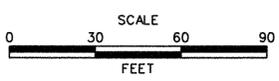
MATCHLINE TO SHEET 53

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ADDENDUMS / REVISIONS



**CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY**

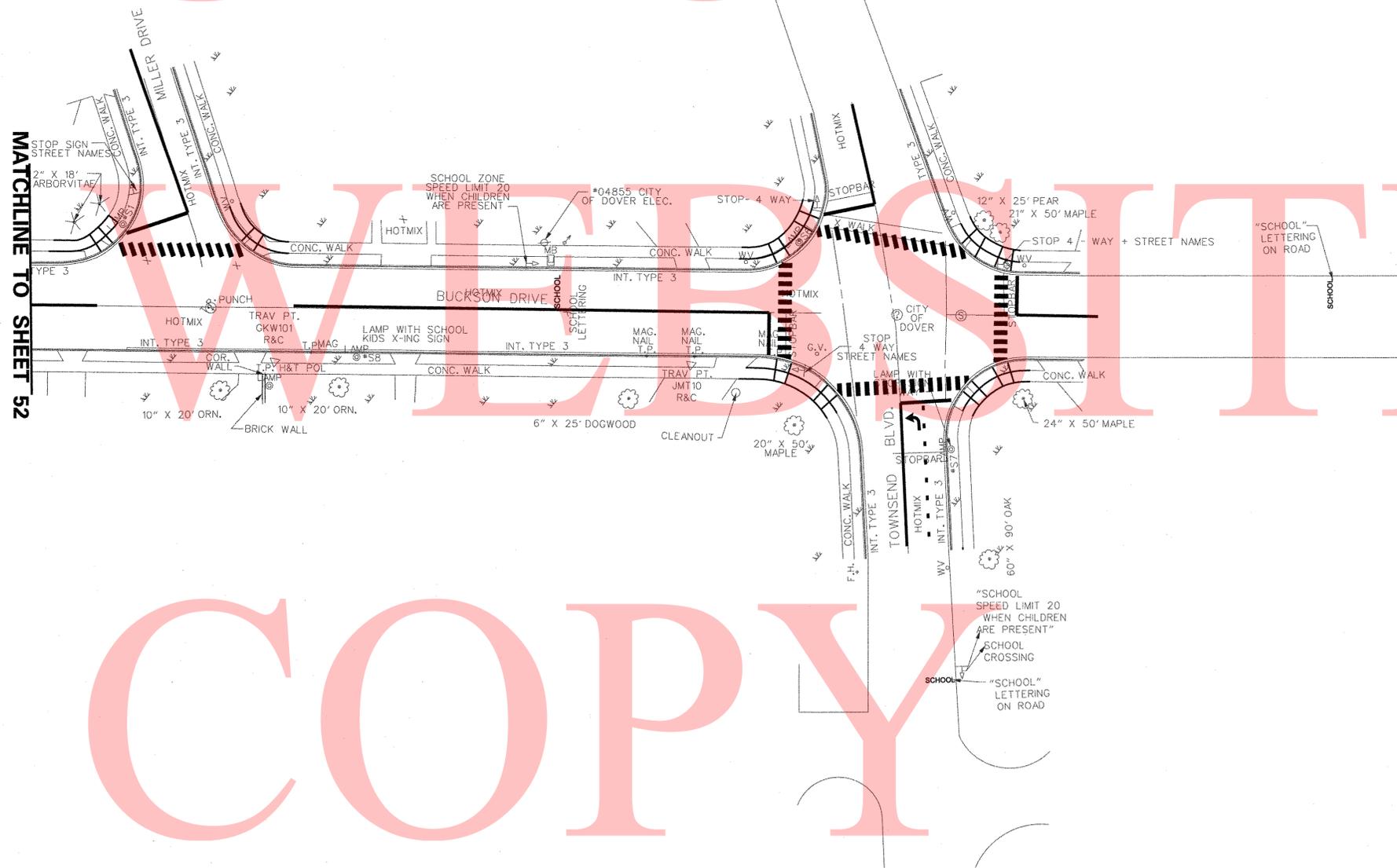
CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

TOWNE POINT ELEMENTARY CONSTRUCTION PHASING AND M.O.T. PLAN	SHEET NO. 52
	TOTAL SHTS. 76

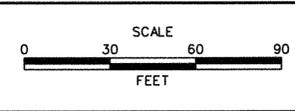
MATCHLINE TO SHEET 55

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ADDENDUMS / REVISIONS	

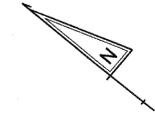


**CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY: DD	
COUNTY	CHECKED BY: MJR	
KENT		

TOWNE POINT ELEMENTARY CONSTRUCTION PHASING AND M.O.T. PLAN		SHEET NO. 53
		TOTAL SHTS. 76

ALC:\2009\3004 Safe Routes to School\ADD\Towne Point Elementary\CS03.dwg 3/24/2011



MATCHLINE TO THIS SHEET

CONSTRUCTION PHASING AND M.O.T. NOTES:

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UNOFFICIAL

WORK SITE

COPY

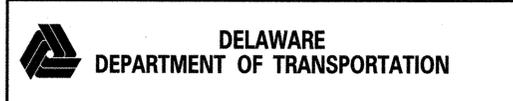
BACON COURT

BACON AVENUE

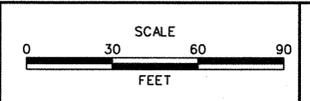
"SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT"
SCHOOL CROSSING

MATCHLINE TO THIS SHEET

MATCHLINE TO SHEET 52



ADDENDUMS / REVISIONS	

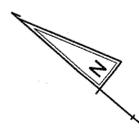


**CITY OF DOVER
SAFE ROUTES TO SCHOOL
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T201069001	DESIGNED BY: DD	
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**TOWNE POINT ELEMENTARY
CONSTRUCTION PHASING
AND M.O.T. PLAN**

SHEET NO.	54
TOTAL SHTS.	76



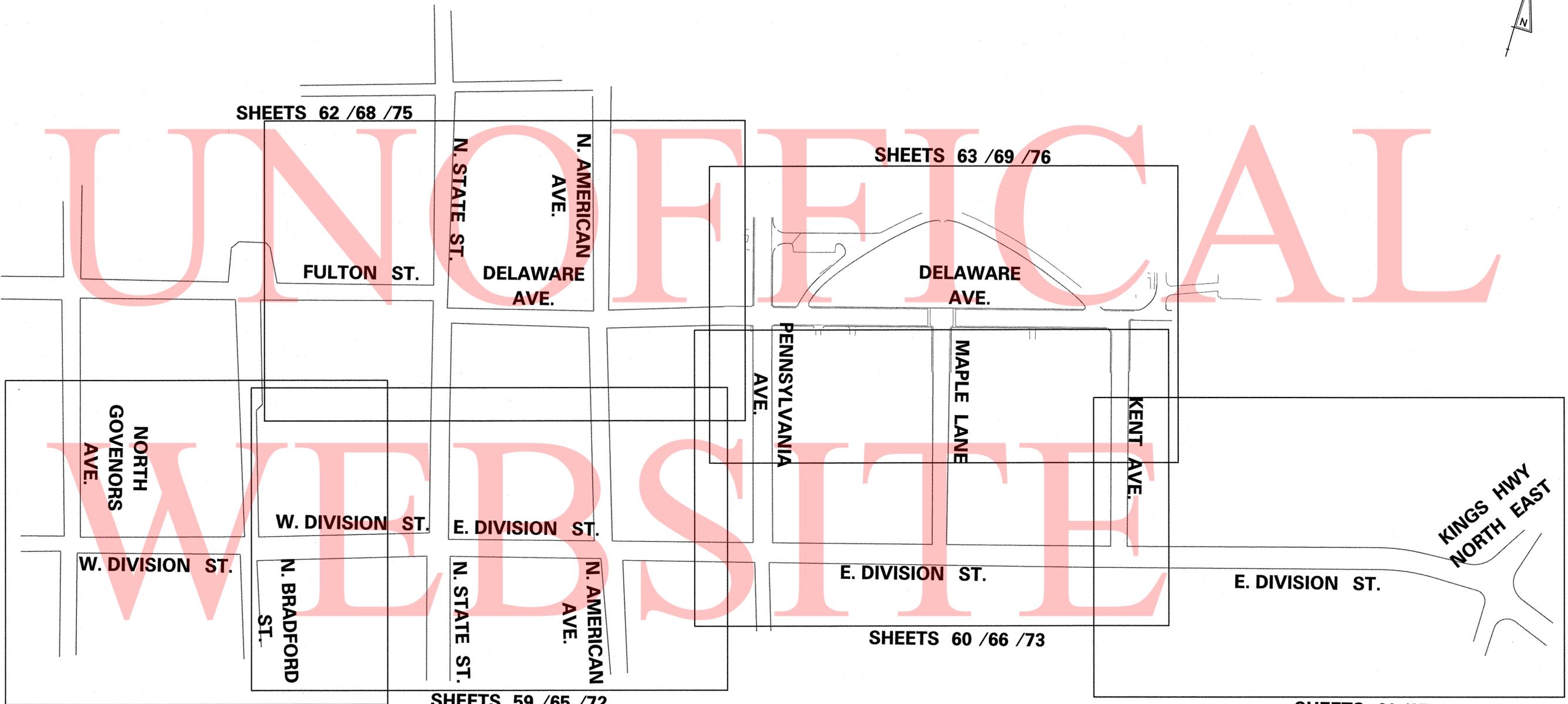
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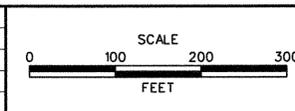
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4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
5. VEHICULAR AND PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ACCESS TO BUILDINGS WITH NO ALTERNATE ENTRANCE ON SIDE OR BACK SHALL BE COORDINATED WITH THE ENGINEER AND PROPERTY OWNER IN ADVANCE OF CLOSURE. ALL WORK AND MATERIALS TO PROVIDE AND MAINTAIN THIS ACCESS SHALL BE INCIDENTAL TO ITEM 763500 - MAINTENANCE OF TRAFFIC.
6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SAFETY BY IMPLEMENTING PEDESTRIAN DETOURS IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL DURING ALL PHASES OF CONSTRUCTION TO SHIFT PEDESTRIAN TRAFFIC ON OPPOSITE SIDE OF THE WORK ZONE. THE LENGTH OF PEDESTRIAN DETOURS SHALL NOT EXTEND BEYOND IMMEDIATE INTERSECTIONS OF WORK ZONE.
7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND ALONG PEDESTRIAN FACILITIES AT ALL TIMES DURING CONSTRUCTION. TEMPORARY PEDESTRIAN FACILITIES SHALL BE PROVIDED AT ALL LOCATIONS WHERE WORK EXTENDS INTO EXISTING PEDESTRIAN FACILITIES. EARTH, STONE, AND GRAVEL SURFACES ARE NOT ACCEPTABLE FOR PROVIDING PEDESTRIAN ACCESS. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE PEDESTRIAN ACCESS SHALL BE PROVIDED USING CASE 16 OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR TO THE SATISFACTION OF THE ENGINEER AND SHALL MATCH EXISTING CONDITIONS. THE COST FOR ANY PROVISIONS SHALL BE INCIDENTAL TO ITEM *763500, MAINTENANCE OF TRAFFIC.
8. ALL SIDEWALK REPAIR AND RAMP IMPROVEMENT OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL.
9. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVEMENT WIDENING OPERATIONS, PAVING OPERATIONS, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 6 OF THE TRAFFIC CONTROL MANUAL. MAINTENANCE OF TRAFFIC DURING SHOULDER CLOSURES ON TWO-LANE ROADWAYS SHALL CONFORM TO CASE 2 OF THE TRAFFIC CONTROL MANUAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH OTHER CONTRACTORS IN THE AREA.
11. WHERE TYPICAL TRAFFIC CONTROL CASES FROM DELDOT'S TRAFFIC CONTROL MANUAL ARE USED, THE CONTRACTOR SHALL REVIEW THE REQUIRED SIGNAGE AND TRAFFIC CONTROL DEVICES WITH THE ENGINEER TO ENSURE THEIR APPLICABILITY PRIOR TO IMPLEMENTATION. LONGITUDINAL DIMENSIONS FOR PLACEMENT OF PERMANENT OR TEMPORARY WARNING SIGNS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL PERMANENT SIGNING SHALL BE 7" HIGH AND ALL TEMPORARY SIGNING SHALL BE 5" HIGH.
12. ALL MATERIALS AND WORKMANSHIP SHALL MEET THE STATE OF DELAWARE'S LATEST STANDARDS AND SPECIFICATIONS.
13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	CITY OF DOVER SAFE ROUTES TO SCHOOL KENT COUNTY	CONTRACT	FAP NO.	ESTP-2009(44)	TOWNE POINT ELEMENTARY CONSTRUCTION PHASING AND M.O.T. PLAN	SHEET NO.
				T201069001	DESIGNED BY: DD	55		
				KENT	CHECKED BY: MJB	TOTAL SHTS.		
						76		



COPY

ADDENDUMS / REVISIONS	



CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

Q:\SMD\092039-004_Safe_Routes_to_School\CADD\Central Middle_School\NS01.dgn

3/16/2011



"SCHOOL" LETTERING ON ROAD

SCHOOL

REMOVE (ITEM *748530) AND INSTALL "SCHOOL" PAVEMENT MARKING. SEE DELAWARE MUTCD, PART 7 FOR DETAILS. PAVEMENT MARKING SHALL BE APPLIED USING ALKYD THERMOPLASTIC LETTERS (ITEM *748015).

UNOFFICIAL

WEBSITE

COPY

NORTH BRADFORD STREET

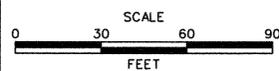
MATCHLINE TO SHEET 59

WEST DIVISION ST.

NORTH GOVERNORS AVE.



ADDENDUMS / REVISIONS



CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

CENTRAL MIDDLE SCHOOL
CONSTRUCTION PLAN

SHEET NO.	58
TOTAL SHTS.	76

UNOFFICIAL
WEBSITE
COPY

MATCHLINE TO SHEET 62

MATCHLINE TO SHEET 67



NORTH STATE STREET

SCHOOL CROSSING

NORTH AMERICAN AVE.

REMOVE (ITEM #748530)
EXISTING "SCHOOL"
LETTERING

INSTALL "SCHOOL" PAVEMENT MARKING.
SEE DELAWARE MUTCD, PART 7 FOR
DETAILS. PAVEMENT MARKING SHALL
BE APPLIED USING ALKYD
THERMOPLASTIC LETTERS (ITEM #748015).

WEST DIVISION ST.

EAST DIVISION STREET

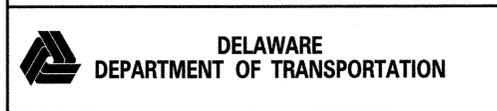
EAST DIVISION STREET

SCHOOL CROSSING

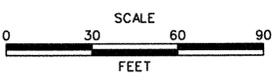
"SCHOOL" LETTERING ON ROAD

MATCHLINE TO SHEET 58

MATCHLINE TO SHEET 60



ADDENDUMS / REVISIONS	

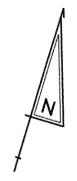


CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJB
KENT		

CENTRAL MIDDLE SCHOOL
CONSTRUCTION PLAN

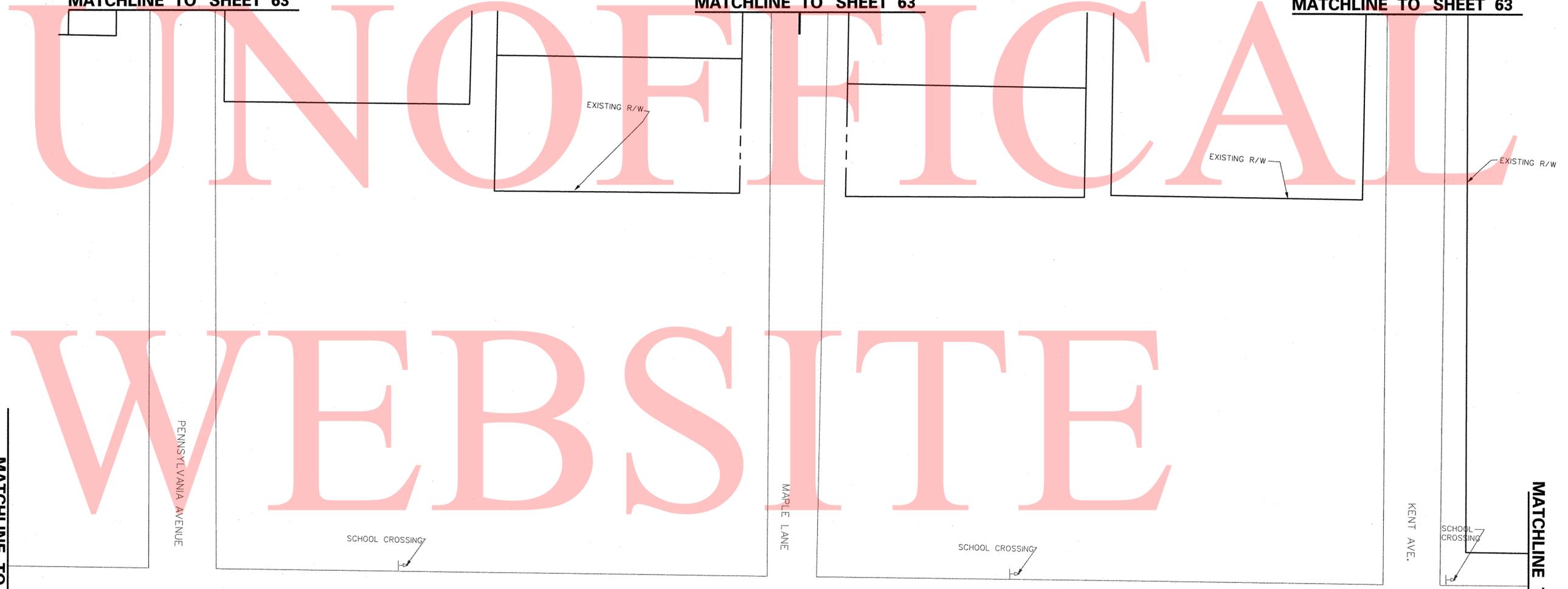
SHEET NO.	59
TOTAL SHTS.	76



MATCHLINE TO SHEET 63

MATCHLINE TO SHEET 63

MATCHLINE TO SHEET 63



MATCHLINE TO SHEET 59

MATCHLINE TO SHEET 61

COPY

EAST DIVISION STREET

EAST DIVISION STREET

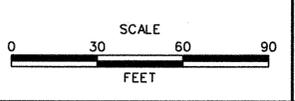
PENNSTEVANIA AVENUE

MAPLE LANE

KENT AVE.



ADDENDUMS / REVISIONS	



CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

CENTRAL MIDDLE SCHOOL
CONSTRUCTION PLAN

SHEET NO.	60
TOTAL SHTS.	76

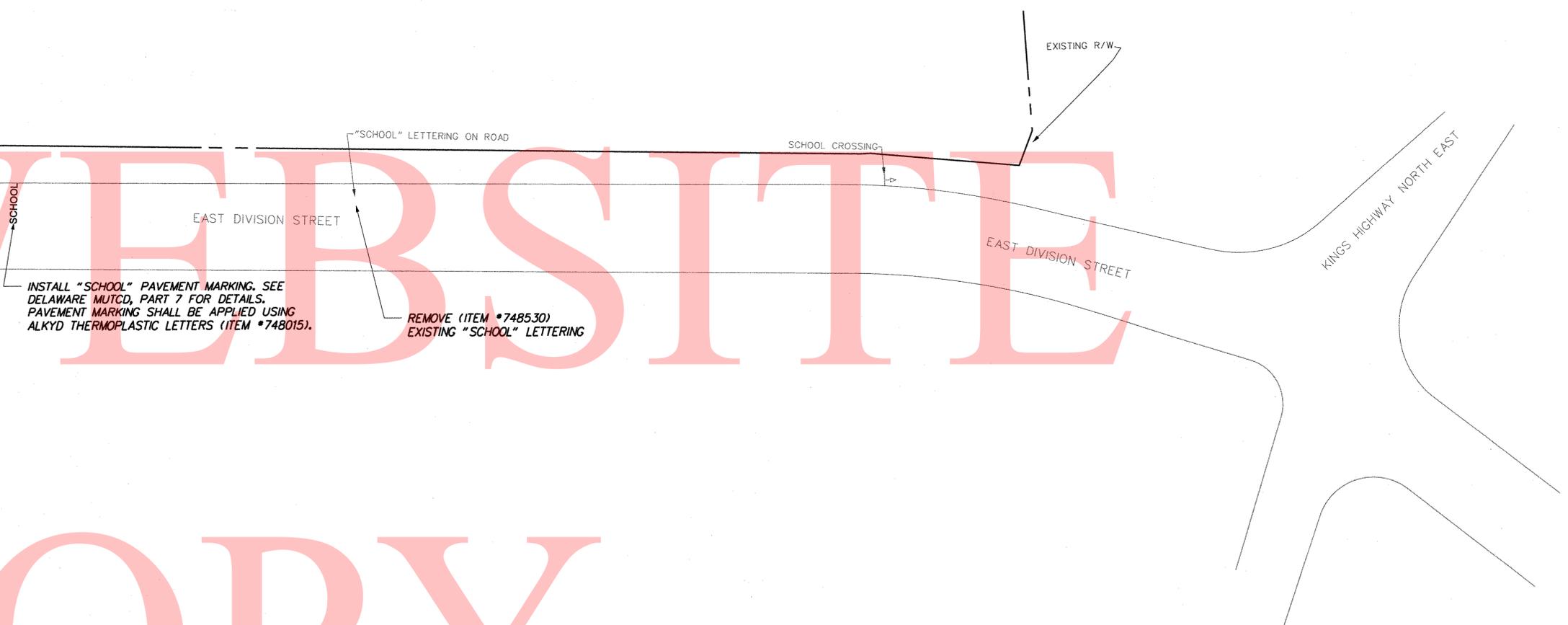


UNOFFICIAL

WEBSITE

COPY

MATCHLINE TO SHEET 60



UNOFFICIAL
WEBSITE
COPY

SCHOOL CROSSING AHEAD



EXISTING R/W

MATCHLINE TO SHEET 63

FULTON ST.

"SCHOOL" LETTERING ON ROAD

DELAWARE AVE.

NORTH STATE STREET

NORTH AMERICAN AVE.

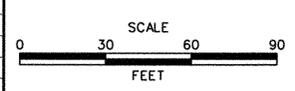
REMOVE (ITEM *748530) AND INSTALL "SCHOOL" PAVEMENT MARKING. SEE DELAWARE MUTCD, PART 7 FOR DETAILS. PAVEMENT MARKING SHALL BE APPLIED USING ALKYD THERMOPLASTIC LETTERS (ITEM *748015).

MATCHLINE TO SHEET 59

MATCHLINE TO SHEET 59



ADDENDUMS / REVISIONS	

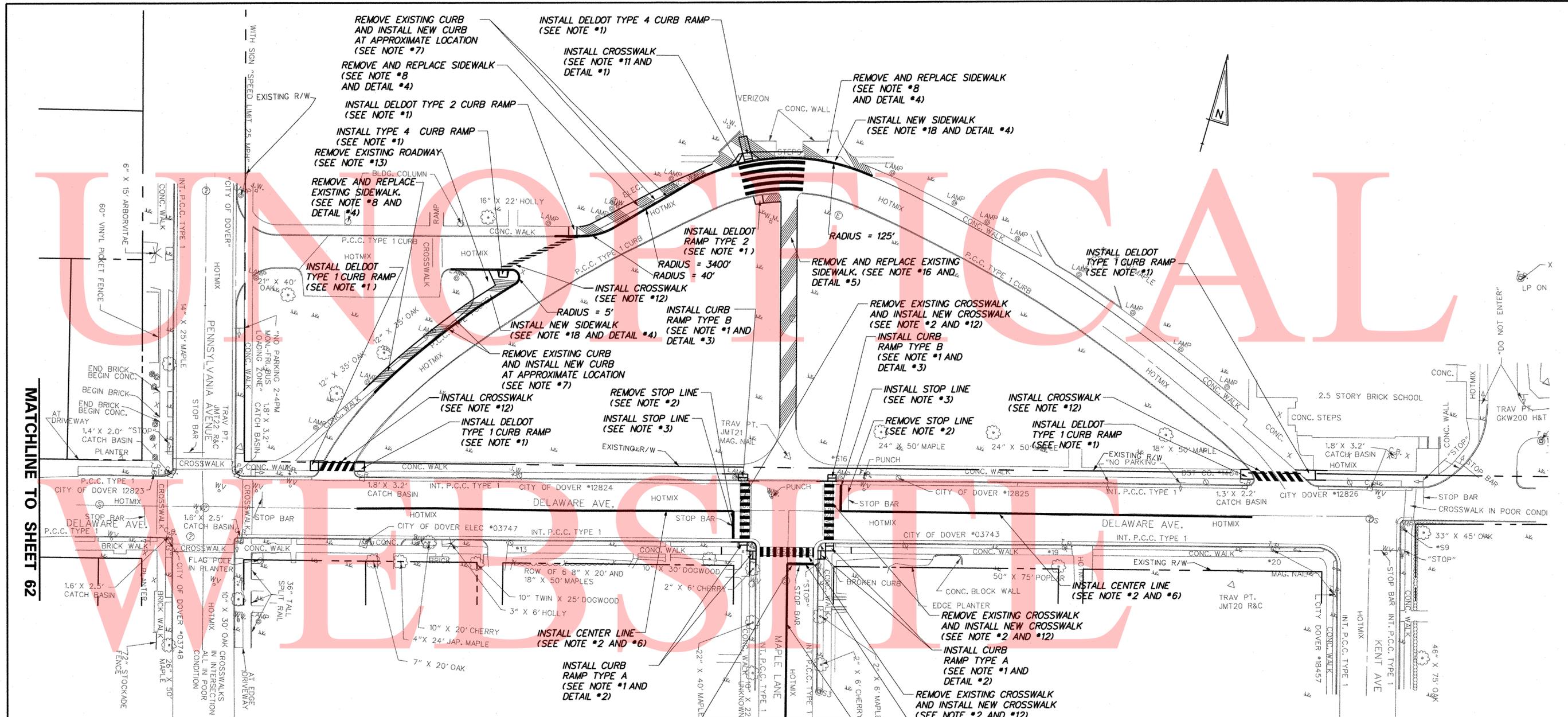


CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJB
KENT		

CENTRAL MIDDLE SCHOOL
CONSTRUCTION PLAN

SHEET NO.	62
TOTAL SHTS.	76



MATCHLINE TO SHEET 62

MATCHLINE TO SHEET 60

NOTES:

1. CONTRACTOR SHALL TIE PROPOSED CURB RAMP INTO EXISTING SIDEWALK BY USING A TRANSITION LENGTH OF 2' (MIN) FOR EACH 1% DIFFERENCE IN CROSS SLOPE BETWEEN THE RAMP AND SIDEWALK. THE TRANSITION LENGTH SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 FEET TO ENSURE THAT THE TRANSITION IS WITHIN THE NORMAL 5 FOOT SPACING OF JOINTS FOR SIDEWALKS AND BE PAID FOR UNDER ITEM *705001.
2. REMOVAL OF EXISTING STOP BAR, CROSSWALKS, AND CENTERLINE SHALL BE PAID FOR UNDER ITEM *748530. FIELD ENGINEER SHALL DIRECT CONTRACTOR ON LIMITS OF CENTERLINE REMOVAL.
3. NEW STOP LINE MARKING (ITEM *748015) SHALL BE APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, 16" WIDE TRANSVERSE AND LOCATED 4 FEET IN ADVANCE OF CROSSWALK.
4. CURB RAMPS CONSTRUCTED ALONG NEW P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE SIDEWALK ITEM AND PAID FOR UNDER ITEM *705001.
5. CURB RAMPS CONSTRUCTED WITHOUT NEW SIDEWALK SHALL BE MEASURED AND PAID FOR UNDER ITEM *705008 AND *705009.
6. DOUBLE YELLOW CENTERLINE SHALL BE PAID IN ITEM *748506. LIMITS OF NEW CENTERLINE WILL BE DIRECTED BY THE CHIEF ENGINEER.

LEGEND

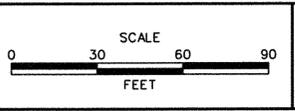
NEW 4" P.C.C. SIDEWALK

7. REMOVE EXISTING CURB AND REPLACE WITH MATCHING DELDOT CURB TYPE. LOCATION OF TIE IN BETWEEN EXISTING AND PROPOSED CURB WILL BE AT THE DISCRETION OF THE FIELD ENGINEER. REMOVAL OF EXISTING CURB SHALL BE PAID FOR UNDER ITEM *758000 AND NEW CURB SHALL BE PAID FOR UNDER ITEM *701010.
8. REMOVE (ITEM *758000) AND REPLACE EXISTING SIDEWALK (ITEM *705001). SIDEWALK SHALL BE SLOPED AT MAXIMUM OF 2% TOWARDS THE EXISTING ROADWAY.
9. CONTRACTOR SHALL TAKE PRECAUTION TO AVOID DISTURBING THE EXISTING CATCH BASIN, FIRE HYDRANT, UTILITY POLE, LIGHT POLES, AND SIGNS.
10. THE CONTRACTOR SHALL USE MAINTENANCE OF TRAFFIC CASES 2, 6, 16 AND 23-A OR AS DIRECTED BY THE CHIEF ENGINEER.
11. "SCHOOL" PAVEMENT MARKINGS SHALL BE APPLIED USING ALKYD-THERMOPLASTIC LETTERS (ITEM *748015).

12. INSTALLATION OF CROSSWALKS (ITEM *748015) SHALL BE "PIANO KEY" TYPE, 6 FEET WIDE EXCEPT AT SCHOOL STEPS, AND APPLIED USING WHITE ALKYD-THERMOPLASTIC PERMANENT STRIPING.
13. REMOVAL OF EXISTING ROADWAY (ITEM *202000) AND INSTALL 4" TOPSOIL (ITEM *732000), PERMANENT GRASS SEEDING, SUBDIVISION (ITEM *734016), AND MULCHING, BONDED FIBER MATRIX BLANKET (ITEM *735521).
14. FIELD ENGINEER TO DIRECT TIE IN BETWEEN PROPOSED P.C.C. SIDEWALK AND EXISTING SIDEWALK ALONG SCHOOL ENTRANCE.
15. ALL PROPOSED P.C.C. SIDEWALK SHALL BE FIVE (5) FEET MINIMUM WIDTH (SEE DETAIL SHEET). TAPER PROPOSED SIDEWALK, AS NEEDED, TO MEET EXISTING SIDEWALK AS DIRECTED BY THE ENGINEER IN THE FIELD.
16. REMOVE (ITEM *758000) AND REPLACE (ITEM *705001) EXISTING SIDEWALK CONNECTING SCHOOL ENTRANCE TO DELAWARE AVENUE. PROPOSED SIDEWALK TO HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5.0%.
17. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNER TWO (2) WEEKS PRIOR TO BEGINNING ANY WORK TO ALLOW OWNERS TO SALVAGE ANY ITEMS THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES.
18. INSTALL NEW SIDEWALK (ITEM *705001). SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND SHALL DRAIN TOWARDS THE EXISTING ROADWAY.

DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS



CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT T201069001	FAP NO. DESIGNED BY: DD	ESTP-2009(44)
COUNTY KENT	CHECKED BY: MJB	

CENTRAL MIDDLE SCHOOL
CONSTRUCTION PLAN

SHEET NO. 63
TOTAL SHTS. 76

UNOFFICIAL

WEBSITE

COPY

"SCHOOL" LETTERING ON ROAD

SCHOOL



NORTH BRADFORD STREET

WEST DIVISION ST.

NORTH GOVERNORS AVE.

MATCHLINE TO SHEET 65

LEGEND

- EXISTING SIGN
- ↔ PROPOSED SIGN

GENERAL NOTES:

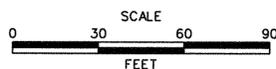
1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36"x36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30"x30".

CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ④ REPOSITION EXISTING SIGN.



ADDENDUMS / REVISIONS



CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

CENTRAL MIDDLE SCHOOL
SIGNING PLAN

SHEET NO.	64
TOTAL SHTS.	76

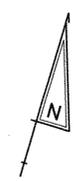
UNOFFICIAL

WEBSITE

COPY

MATCHLINE TO SHEET 68

MATCHLINE TO SHEET 68



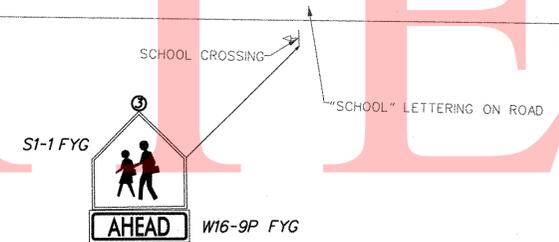
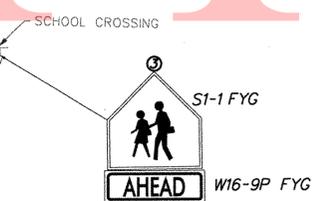
NORTH STATE STREET

NORTH AMERICAN AVE.

WEST DIVISION ST.

EAST DIVISION STREET

EAST DIVISION STREET



LEGEND

- EXISTING SIGN
- PROPOSED SIGN

GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

CONSTRUCTION DETAILS:

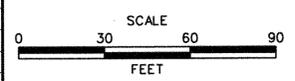
- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORTS.
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ④ REPOSITION EXISTING SIGN.

MATCHLINE TO SHEET 64

MATCHLINE TO SHEET 66



ADDENDUMS / REVISIONS	



**CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

**CENTRAL MIDDLE SCHOOL
SIGNING PLAN**

SHEET NO.	65
TOTAL SHTS.	76

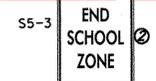
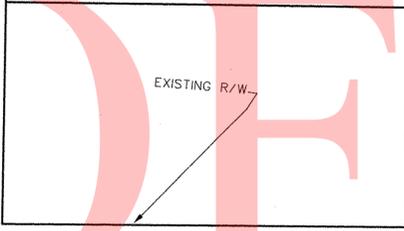


MATCHLINE TO SHEET 69

MATCHLINE TO SHEET 69

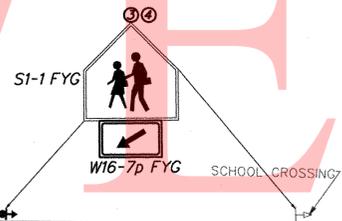
MATCHLINE TO SHEET 69

UNOFFICIAL

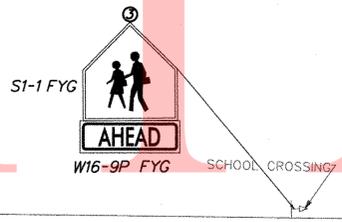


WEBSITE

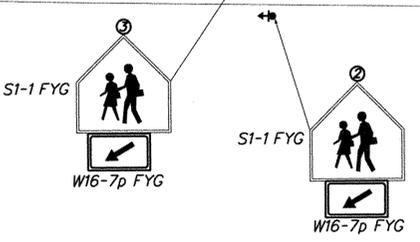
PENNSYLVANIA AVENUE



MAPLE LANE



KENT AVE.

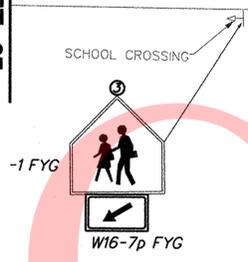


MATCHLINE TO SHEET 65

MATCHLINE TO SHEET 67

EAST DIVISION STREET

EAST DIVISION STREET



COPY

LEGEND

- EXISTING SIGN
- PROPOSED SIGN

GENERAL NOTES:

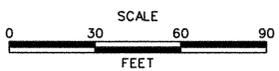
1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
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3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" x 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" x 30".

CONSTRUCTION DETAILS:

1. REMOVE EXISTING SIGN.
2. INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
3. REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
4. REPOSITION EXISTING SIGN.



ADDENDUMS / REVISIONS	



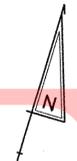
CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJB
KENT		

CENTRAL MIDDLE SCHOOL
SIGNING PLAN

SHEET NO.	66
TOTAL SHTS.	76

UNOFFICIAL



MATCHLINE TO SHEET 66

WEBSITE

"SCHOOL" LETTERING ON ROAD

S1-1 FYG



SCHOOL CROSSING

W16-9P FYG

EAST DIVISION STREET

EAST DIVISION STREET

KINGS HIGHWAY NORTH EAST

LEGEND

- ▶ EXISTING SIGN
- ↔ PROPOSED SIGN

GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
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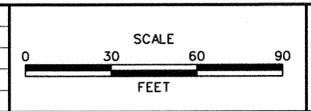
CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
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- ④ REPOSITION EXISTING SIGN.

COPY

DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	



CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
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KENT		

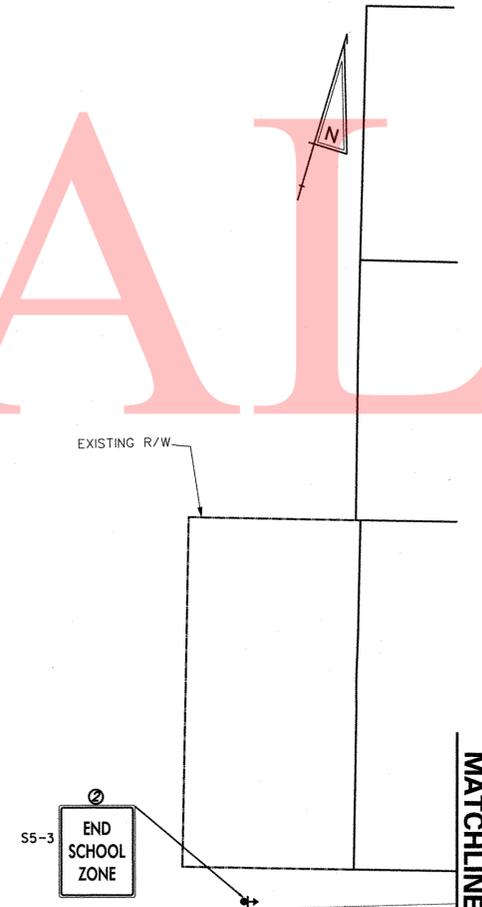
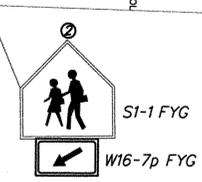
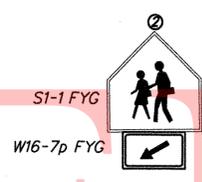
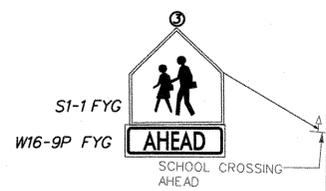
CENTRAL MIDDLE SCHOOL
SIGNING PLAN

SHEET NO.	67
TOTAL SHTS.	76

UNOFFICIAL

WEBSITE

COPY



LEGEND

→ EXISTING SIGN

↔ PROPOSED SIGN

GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
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CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
- ④ REPOSITION EXISTING SIGN.

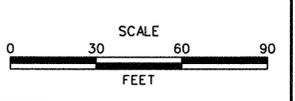
MATCHLINE TO SHEET 65

MATCHLINE TO SHEET 65

MATCHLINE TO SHEET 69

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	

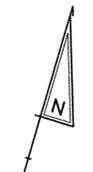


CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

CENTRAL MIDDLE SCHOOL
SIGNING PLAN

SHEET NO.	68
TOTAL SHTS.	76



LEGEND

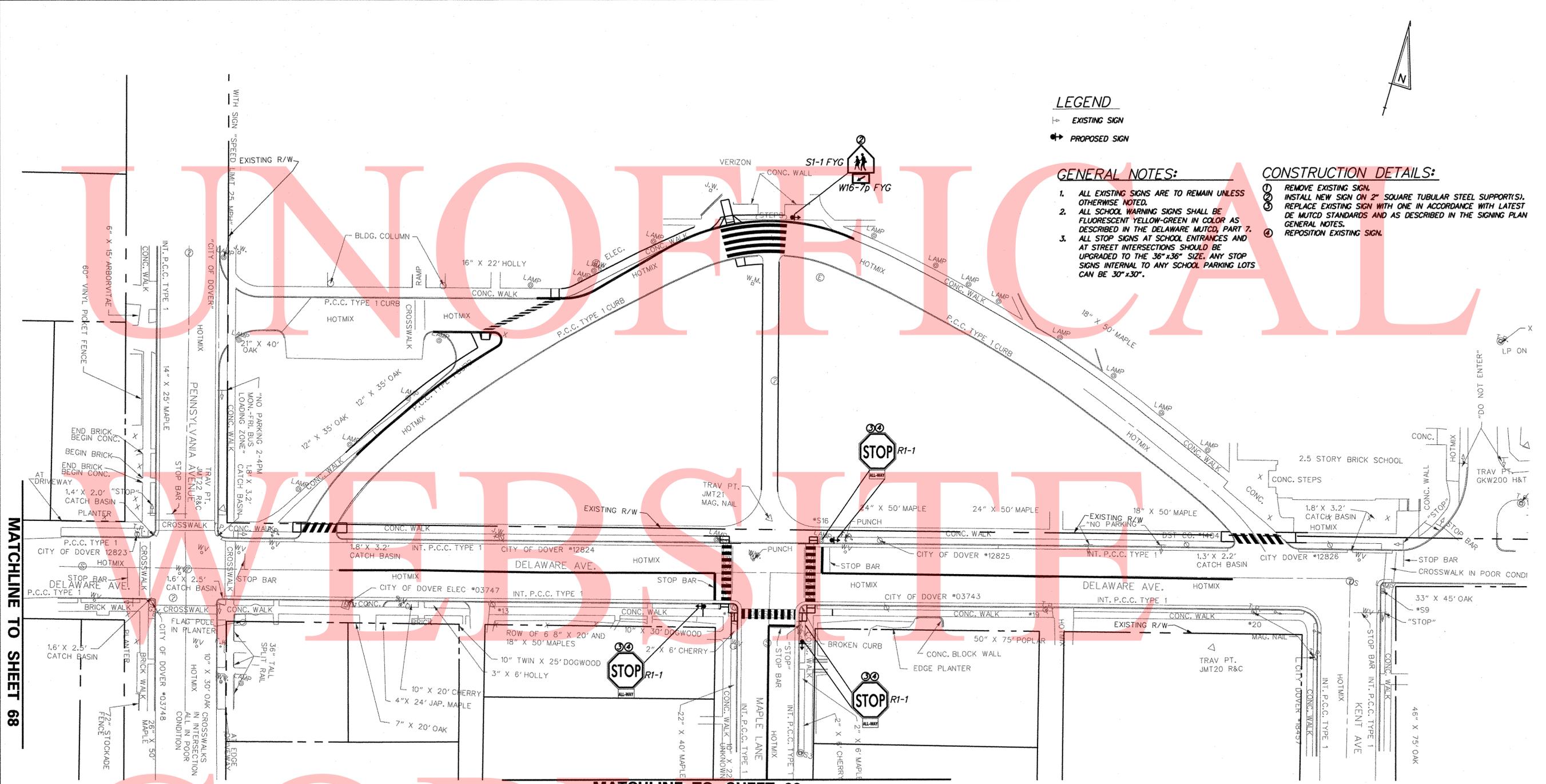
- ◁ EXISTING SIGN
- ➡ PROPOSED SIGN

GENERAL NOTES:

1. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL SCHOOL WARNING SIGNS SHALL BE FLUORESCENT YELLOW-GREEN IN COLOR AS DESCRIBED IN THE DELAWARE MUTCD, PART 7.
3. ALL STOP SIGNS AT SCHOOL ENTRANCES AND AT STREET INTERSECTIONS SHOULD BE UPGRADED TO THE 36" X 36" SIZE. ANY STOP SIGNS INTERNAL TO ANY SCHOOL PARKING LOTS CAN BE 30" X 30".

CONSTRUCTION DETAILS:

- ① REMOVE EXISTING SIGN.
- ② INSTALL NEW SIGN ON 2" SQUARE TUBULAR STEEL SUPPORT(S).
- ③ REPLACE EXISTING SIGN WITH ONE IN ACCORDANCE WITH LATEST DE MUTCD STANDARDS AND AS DESCRIBED IN THE SIGNING PLAN GENERAL NOTES.
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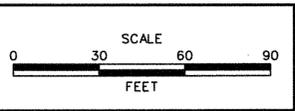


MATCHLINE TO SHEET 68

MATCHLINE TO SHEET 66

DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	

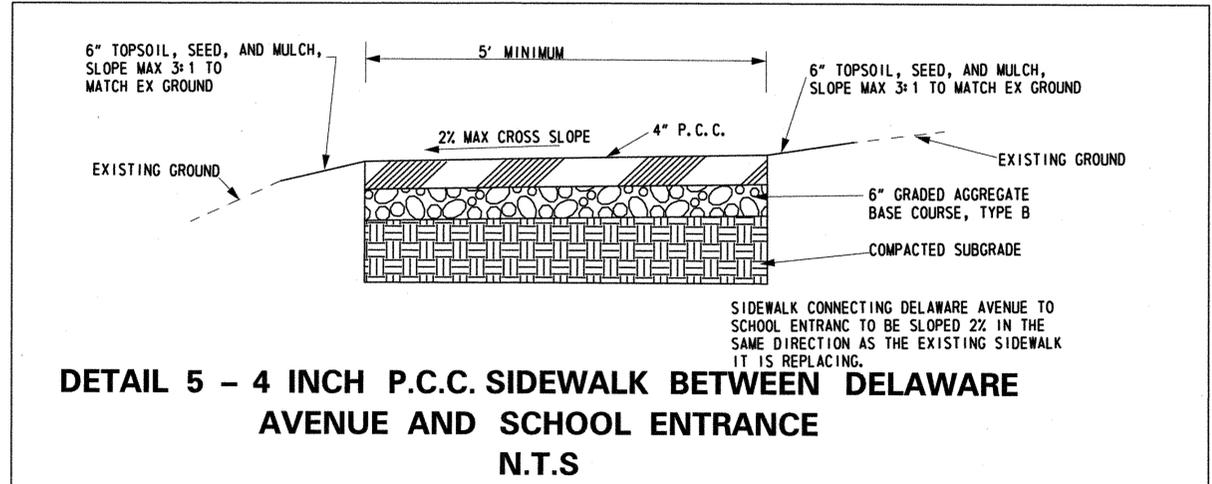
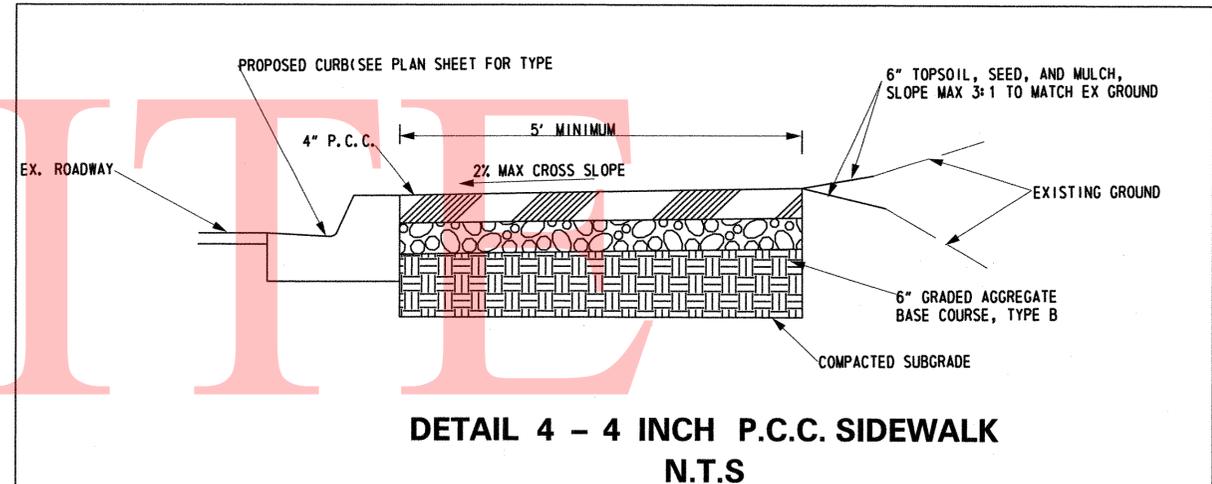
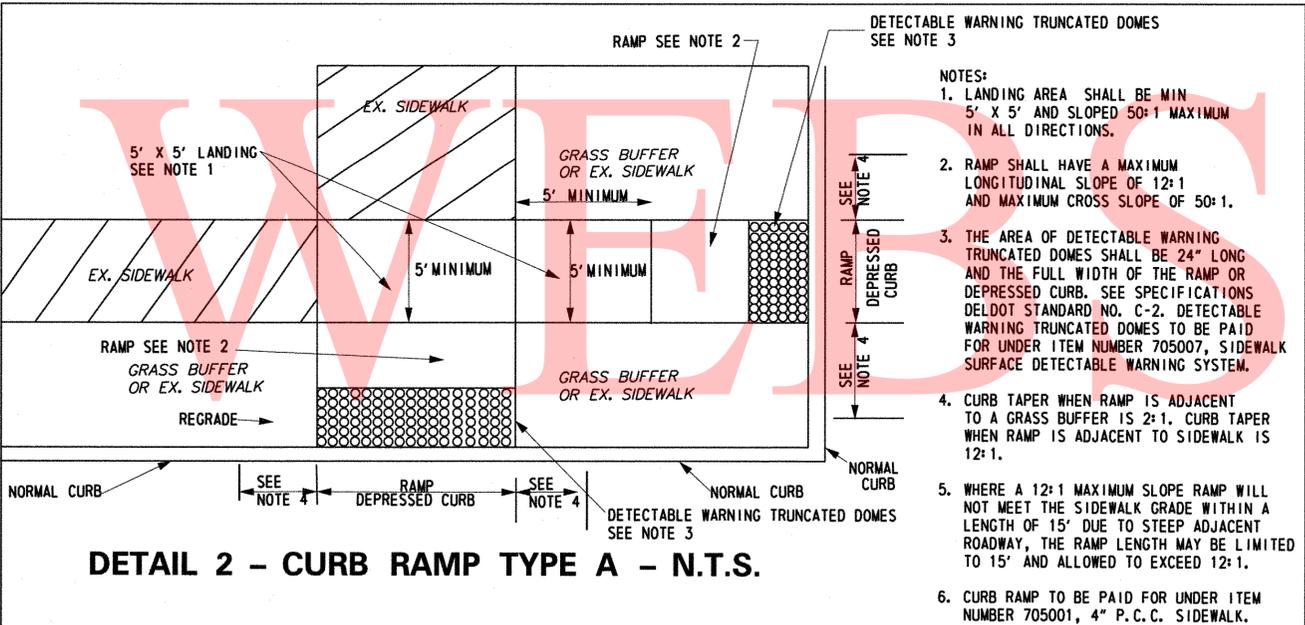
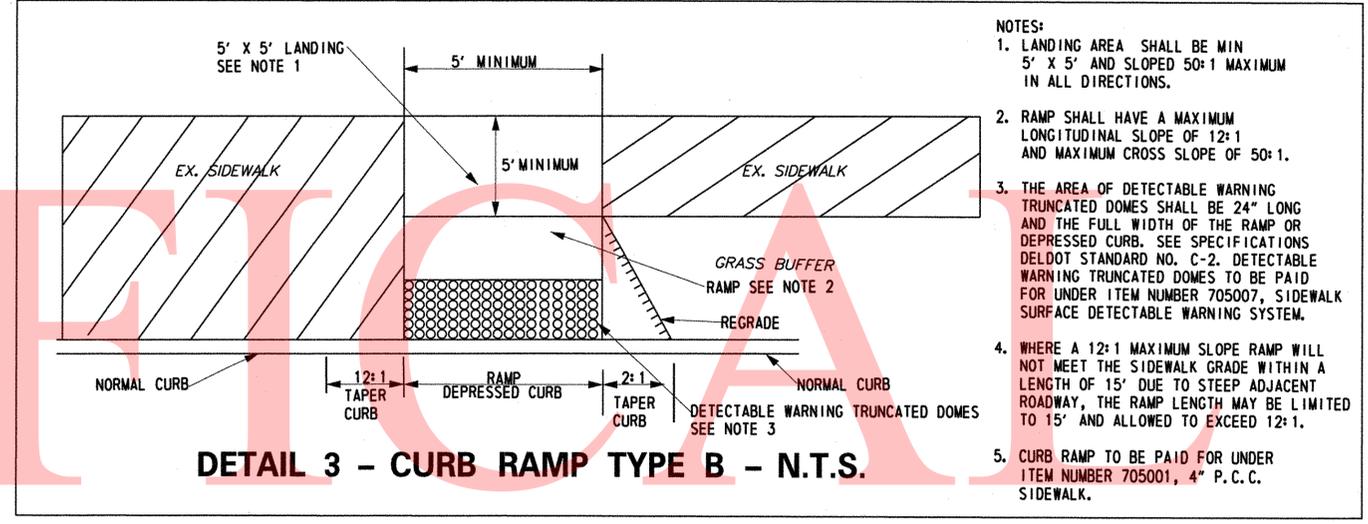
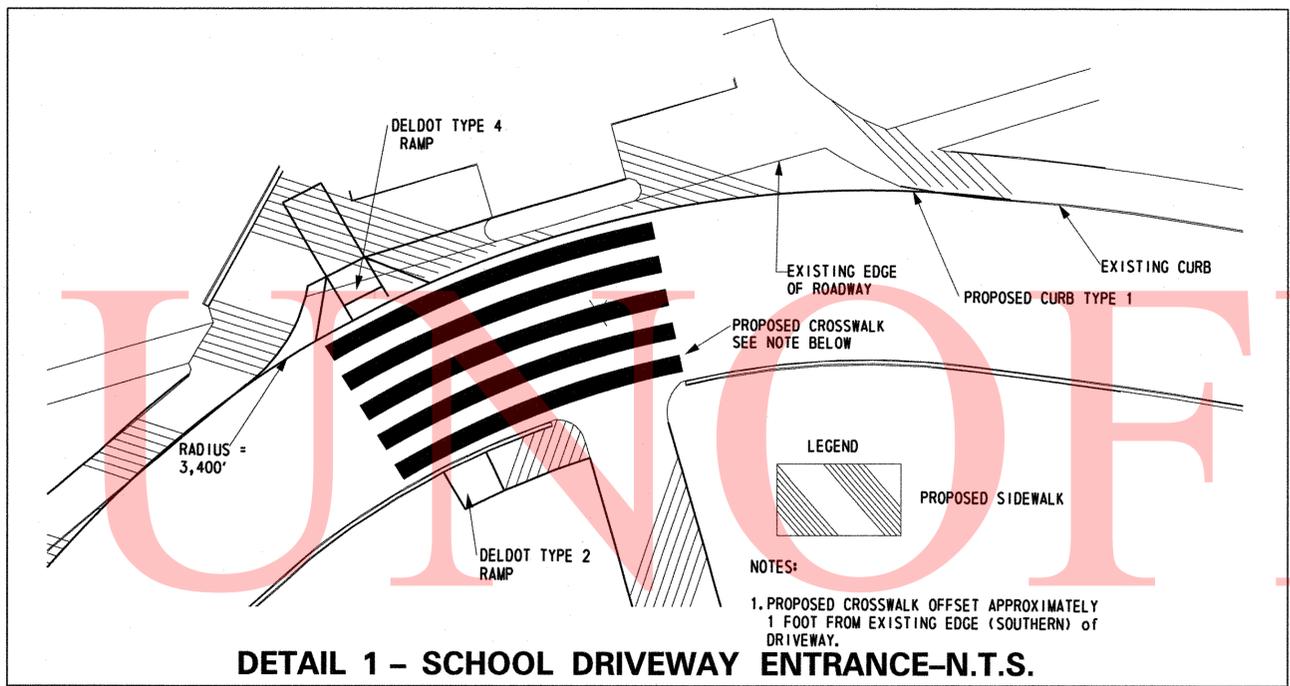


CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
KENT	CHECKED BY:	MJR

CENTRAL MIDDLE SCHOOL
SIGNING PLAN

SHEET NO.	69
TOTAL SHTS.	76



COPY

 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	NOT TO SCALE	CITY OF DOVER SAFE ROUTES TO SCHOOL KENT COUNTY	CONTRACT	FAP NO.	ESTP-2009(44) DESIGNED BY: DD CHECKED BY: MJR	SHEET NO.
					T201069001		
					KENT		
				CENTRAL MIDDLE SCHOOL CONSTRUCTION DETAILS	70 TOTAL SHTS.		
					76		

Q:\SMD\092039-004_Safe_Routes_to_School\CADD\Central Middle School\NT S01.dgn

3/14/2011



"SCHOOL" LETTERING ON ROAD

CONSTRUCTION PHASING AND MOT NOTES

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
2. THE CONTRACTOR SHALL STABILIZE ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY. THE INTENTION OF STABILIZATION IS TO ENSURE THAT NO SEDIMENT LADEN RUNOFF LEAVES THE SITE WITHOUT BEING TREATED.
3. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL ENSURE THAT ALL AREAS WITHIN THE CONSTRUCTION ZONE ARE PROTECTED FROM VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL. ANY REQUIRED SIGNAGE, STEEL PLATES, WARNING SIGNS, CLOSURE OF EQUIPMENT ACCESS ETC. SHALL BE PERFORMED IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL AND SHALL BE PAID FOR UNDER ITEM 763500 MAINTENANCE OF TRAFFIC.
4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
5. VEHICULAR AND PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ACCESS TO BUILDINGS WITH NO ALTERNATE ENTRANCE ON SIDE OR BACK SHALL BE COORDINATED WITH THE ENGINEER AND PROPERTY OWNER IN ADVANCE OF CLOSURE. ALL WORK AND MATERIALS TO PROVIDE AND MAINTAIN THIS ACCESS SHALL BE INCIDENTAL TO ITEM 763500 - MAINTENANCE OF TRAFFIC.

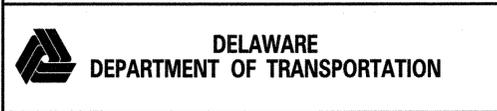
NORTH BRADFORD STREET

MATCHLINE TO SHEET 72

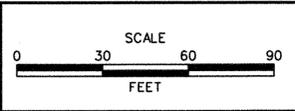
WEST DIVISION ST.

6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SAFETY BY IMPLEMENTING PEDESTRIAN DETOURS IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL DURING ALL PHASES OF CONSTRUCTION TO SHIFT PEDESTRIAN TRAFFIC ON OPPOSITE SIDE OF THE WORK ZONE. THE LENGTH OF PEDESTRIAN DETOURS SHALL NOT EXTEND BEYOND IMMEDIATE INTERSECTIONS OF WORK ZONE.
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8. ALL SIDEWALK REPAIR AND RAMP IMPROVEMENT OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL.
9. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVEMENT WIDENING OPERATIONS, PAVING OPERATIONS, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 6 OF THE TRAFFIC CONTROL MANUAL. MAINTENANCE OF TRAFFIC DURING SHOULDER CLOSURES ON TWO-LANE ROADWAYS SHALL CONFORM TO CASE 2 OF THE TRAFFIC CONTROL MANUAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH OTHER CONTRACTORS IN THE AREA.
11. WHERE TYPICAL TRAFFIC CONTROL CASES FROM DELDOT'S TRAFFIC CONTROL MANUAL ARE USED, THE CONTRACTOR SHALL REVIEW THE REQUIRED SIGNAGE AND TRAFFIC CONTROL DEVICES WITH THE ENGINEER TO ENSURE THEIR APPLICABILITY PRIOR TO IMPLEMENTATION. LONGITUDINAL DIMENSIONS FOR PLACEMENT OF PERMANENT OR TEMPORARY WARNING SIGNS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL PERMANENT SIGNING SHALL BE 7' HIGH AND ALL TEMPORARY SIGNING SHALL BE 5' HIGH.
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13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.

NORTH GOVERNORS AVE.



ADDENDUMS / REVISIONS	



CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJB
KENT		

CENTRAL MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN

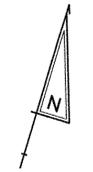
SHEET NO.	71
TOTAL SHTS.	76

CONSTRUCTION PHASING AND MOT NOTES

MATCHLINE TO SHEET 75

MATCHLINE TO SHEET 75

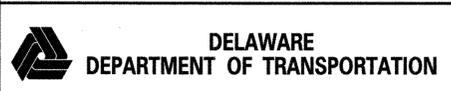
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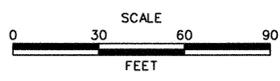
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13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.

MATCHLINE TO SHEET 71

MATCHLINE TO SHEET 73



ADDENDUMS / REVISIONS	



**CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

**CENTRAL MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN**

SHEET NO.	72
TOTAL SHTS.	76



MATCHLINE TO SHEET 76

MATCHLINE TO SHEET 76

MATCHLINE TO SHEET 76

CONSTRUCTION PHASING AND MOT NOTES

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
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MATCHLINE TO SHEET 72

MATCHLINE TO SHEET 74

PENNSYLVANIA AVENUE

MAPLE LANE

KENT AVE.

SCHOOL CROSSING

SCHOOL CROSSING

SCHOOL CROSSING

EAST DIVISION STREET

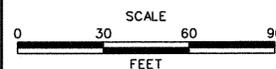
EAST DIVISION STREET

SCHOOL CROSSING

COPY



ADDENDUMS / REVISIONS

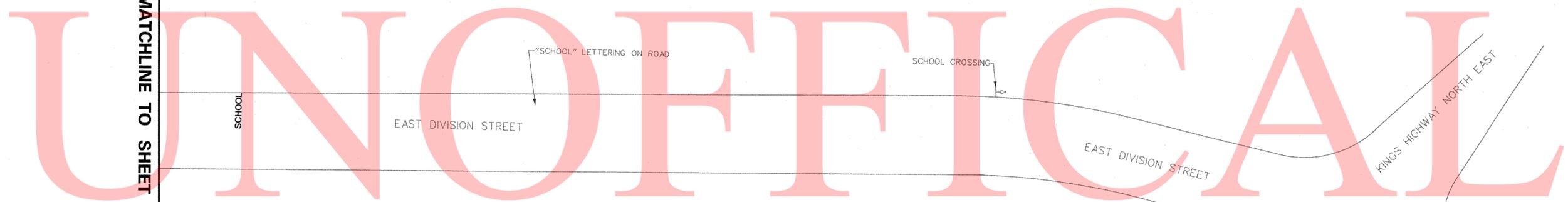
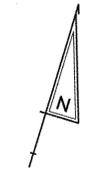


CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY: DD	
COUNTY	CHECKED BY: MJB	
KENT		

CENTRAL MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN

SHEET NO.	73
TOTAL SHTS.	76



MATCHLINE TO SHEET 73

CONSTRUCTION PHASING AND MOT NOTES

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9. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVEMENT WIDENING OPERATIONS, PAVING OPERATIONS, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 6 OF THE TRAFFIC CONTROL MANUAL. MAINTENANCE OF TRAFFIC DURING SHOULDER CLOSURES ON TWO-LANE ROADWAYS SHALL CONFORM TO CASE 2 OF THE TRAFFIC CONTROL MANUAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH OTHER CONTRACTORS IN THE AREA.
11. WHERE TYPICAL TRAFFIC CONTROL CASES FROM DELDOT'S TRAFFIC CONTROL MANUAL ARE USED, THE CONTRACTOR SHALL REVIEW THE REQUIRED SIGNAGE AND TRAFFIC CONTROL DEVICES WITH THE ENGINEER TO ENSURE THEIR APPLICABILITY PRIOR TO IMPLEMENTATION. LONGITUDINAL DIMENSIONS FOR PLACEMENT OF PERMANENT OR TEMPORARY WARNING SIGNS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL PERMANENT SIGNING SHALL BE 7' HIGH AND ALL TEMPORARY SIGNING SHALL BE 5' HIGH.
12. ALL MATERIALS AND WORKMANSHIP SHALL MEET THE STATE OF DELAWARE'S LATEST STANDARDS AND SPECIFICATIONS.
13. ANY FLAGGERS WORKING ON THE STATE ROADWAY SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) TRAINING CERTIFICATE.

UNOFFICIAL

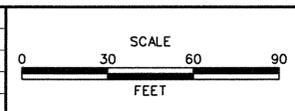
WARNING

STOP

CONSTRUCTION

DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	



CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJB
KENT		

CENTRAL MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN

SHEET NO.	74
TOTAL SHTS.	76

CONSTRUCTION PHASING AND MOT NOTES

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL ENSURE THE LEAST PRACTICABLE OBSTRUCTION TO PEDESTRIAN AND VEHICULAR TRAFFIC CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)." HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
2. THE CONTRACTOR SHALL STABILIZE ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY. THE INTENTION OF STABILIZATION IS TO ENSURE THAT NO SEDIMENT LADEN RUNOFF LEAVES THE SITE WITHOUT BEING TREATED.
3. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL ENSURE THAT ALL AREAS WITHIN THE CONSTRUCTION ZONE ARE PROTECTED FROM VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL. ANY REQUIRED SIGNAGE, STEEL PLATES, WARNING SIGNS, CLOSURE OF EQUIPMENT ACCESS ETC. SHALL BE PERFORMED IN ACCORDANCE WITH TRAFFIC CONTROL MANUAL AND SHALL BE PAID FOR UNDER ITEM 763500 MAINTENANCE OF TRAFFIC.
4. CONTRACTOR SHALL COOPERATIVELY COORDINATE WITH INDIVIDUAL PROPERTY OWNERS/USERS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION REGARDING PLANNED CONSTRUCTION ALONG THE PROPERTY FRONTAGE. CONTRACTOR TO ENSURE THAT ACCESS TO PROPERTIES WITH SINGLE DRIVEWAYS IS MAINTAINED AS COORDINATED WITH THE PROPERTY OWNER. FOR PROPERTIES ACCESSIBLE WITH TWO OR MORE DRIVEWAYS, CONTRACTOR SHALL COORDINATE WITH OWNERS/USERS REGARDING CLOSURE OF ENTRANCES DURING CONSTRUCTION.
5. VEHICULAR AND PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ACCESS TO BUILDINGS WITH NO ALTERNATE ENTRANCE ON SIDE OR BACK SHALL BE COORDINATED WITH THE ENGINEER AND PROPERTY OWNER IN ADVANCE OF CLOSURE. ALL WORK AND MATERIALS TO PROVIDE AND MAINTAIN THIS ACCESS SHALL BE INCIDENTAL TO ITEM 763500 - MAINTENANCE OF TRAFFIC.
6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SAFETY BY IMPLEMENTING PEDESTRIAN DETOURS IN ACCORDANCE WITH CASE 16 OF THE TRAFFIC CONTROL MANUAL DURING ALL PHASES OF CONSTRUCTION TO SHIFT PEDESTRIAN TRAFFIC ON OPPOSITE SIDE OF THE WORK ZONE. THE LENGTH OF PEDESTRIAN DETOURS SHALL NOT EXTEND BEYOND IMMEDIATE INTERSECTIONS OF WORK ZONE.
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SCHOOL CROSSING AHEAD

FULTON ST.

"SCHOOL" LETTERING ON ROAD

DELAWARE AVE.

NORTH STATE STREET

NORTH AMERICAN AVE.



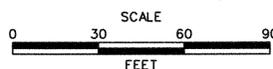
MATCHLINE TO SHEET 76

MATCHLINE TO SHEET 72

MATCHLINE TO SHEET 72



ADDENDUMS / REVISIONS



**CITY OF DOVER
SAFE ROUTES TO SCHOOL
KENT COUNTY**

CONTRACT	FAP NO.	ESTP-2009(44)
T201069001	DESIGNED BY:	DD
COUNTY	CHECKED BY:	MJR
KENT		

**CENTRAL MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN**

SHEET NO.	75
TOTAL SHTS.	76



MATCHLINE TO SHEET 75

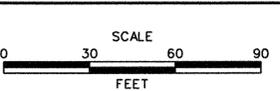
MATCHLINE TO SHEET 73

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DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	



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SAFE ROUTES TO SCHOOL
KENT COUNTY**

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**CENTRAL MIDDLE SCHOOL
CONSTRUCTION PHASING
AND M.O.T. PLAN**

SHEET NO.	76
TOTAL SHTS.	76