THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS FOR:
BRADFORD STREET
STREETSCAPE ENHANCEMENTS

CONTRACT NUMBER: T201620004
FEDERAL AID PROJECT NUMBER: ETEA-2015(40)

COUNTY: KENT  M.R. #: 14079

END CONSTRUCTION
BRADFORD STREET
STATION 213+32.33

BEGIN CONSTRUCTION
BRADFORD STREET
STATION 200+50.00

PROJECT LOCATION
NOT TO SCALE

UNOFFICIAL WEBSITE COPY

UNOFFICIAL WEBSITE COPY
CONTRACT
COUNTY
DESIGNED BY: Z. NERWINSKI
CHECKED BY: K. MURPHY
BRIDGE NO. T201620004
ADDENDA / REVISIONS
SECTION
SHEET NO. STREETScape ENHANCEMENTS
GENERAL NOTES
NOT TO SCALE
PROJECT NOTES
SECTION 100
1. Any damage to items noted to be relocated or reset by the Contractor, shall be repaired and/or replaced in and as the Contractor’s expense.

SECTION 200
1. Items to be removed under Item 20300 - Removal of Structures and Obstructions shall be removed, but not be limited to the following:
   - Stone Block
   - Drainage Pipe
   - Water Box
   - Manhole
   - Concrete

SECTION 600
1. Drainage inlet grade adjacent to the road within the project limits, which are not type 5 or type 4 shall be replaced. Actual locations, the need for any gates or modifications for new gates shall be determined by the Engineer. All removed gates/frames shall be returned to the nearest District Maintenance Yard for re-use unless otherwise directed by the Engineer. Any replacement gates/frames shall be installed or reinstalled at the Contractor’s expense. Replacement gates/frames shall not be made until receipt of delivered materials is produced, signed by a DelDOT Maintenance Yard Supervisor.

SECTION 700
4. Station and elevation data for drainage structures are to be applied to the center of the grate for inlets and to the center of the structure for junction boxes and manholes.

MISCELLANEOUS
A. The Contractor shall submit copy of this letter at least 14 days prior to the start of any extension of construction and /or extension of the contract. If requested, the Contractor is responsible for submitting written information and plans within 30 days of receipt of this letter.

B. Construction, including staging areas, beyond the right to enter (RTE) line is not permitted.

C. Property owners who are affected by the project to enter will be notified in advance by mail from DOT, a copy of this letter will be provided to the Contractor at the pre-construction meeting.

D. Construction shall be in progress for existing all utility and sewer lines to avoid any after improvements are complete.

E. Contractor shall coordinate with the city of Dover for lighting installation.

CONTACT:
DONNA S. MITCHELL, CITY MANAGER
(302)736-7005

CONTRACTOR SHALL COORDINATE WITH THE CITY OF DOVER FOR LIGHTING INSTALLATION.

NOT TO SCALE
BRAFORD STREET
STREETScape ENHANCEMENTS
PROJECT
T201620004
CONTRACT NO.
Z. NERWINSKI
SHEET NO.
5
NOTES
GENERAL NOTES

1. This project is to be constructed in accordance with the Delaware Department of Transportation “Standard Specifications”, dated August 2016 and the Delaware Department of Transportation “Standard Construction Details”, dated 2016, including all revisions up to the date of advertisement.

2. Electronic project files that will be made available to the awarded Contractor include:
   - All plans sheets, in PDF format.
   - Design 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.

   Next the project files include:
   - Addendum / revision for delivery of documents in electronic form to a contractor must be signed by all parties prior to the delivery of any electronic project files.

3. Addendum / revision section notes shall be made available to the Contractor, including:
   - Cross sections
   - Right-of-way plans

4. The disturbed area for this project is 0.78 acres.

5. There is no additional miscellaneous area for this project.

UNOFFICIAL WEBSITE COPY
PN-01 071117
VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988.

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, DATUM REFERENCE:

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DATUM REFERENCED:

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83).

VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
NOTES:

1. ALL VALVES AND MANHOLES IN THE ROADWAY IN THE LOC. THAT ARE NOT LABELED, ARE TO BE ADJUSTED BY THE CONTRACTOR.

2. WHERE A RIGHT TO ENTER (RTE) LINE IS DESIGNATED ON THE PLAN, IT INDICATES LOCATIONS WHERE THE DEPARTMENT ALREADY HAS A RIGHT TO ENTER THE PROPERTY TO MAINTAIN, INSPECT, OR RECONSTRUCT FACILITIES USED BY THE PUBLIC AND MAINTAINED AT PUBLIC EXPENSE.

3. RIGHT OF WAY LIMITS ARE DRAWN USING COUNTY PARCEL INFORMATION, DEEDS, AND ARCHIVED PLANS, AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.

4. INDIVIDUAL PARCEL BOUNDARIES (PROPERTY LINES) WERE OBTAINED FROM AVAILABLE COUNTY RECORDS AND HAVE NOT BEEN SURVEYED.

5. VERTICAL ADJUSTMENT OF SEWER CLEANOUT SHALL BE PAID FOR UNDER ITEM STATED AGAINST WATER VALVE BOXES.

6. SEE LANDSCAPING PLANS FOR EXISTING TREE CALLOUTS.
UNOFFICIAL
WEBSITE
COPY
CURB SCHEDULE

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<th>#</th>
<th>ITEM DESCRIPTION / TYPE</th>
<th>CURB #2 TRANSITIONS FROM 7&quot; TO 5&quot; FROM STA 209+80 TO 209+90.</th>
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<td>IPC CURB &amp; GUTTER, TYPE 3-8</td>
<td>3-450</td>
<td>1. All valves and manholes in the roadway in the lot that are not labeled, are to be adjusted by the contractor.</td>
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<td>IPC CURB &amp; GUTTER, TYPE 3-5</td>
<td>3-450</td>
<td>2. Where a right to enter (RTE) line is designated on the plans, it indicates locations where the department already has the right, under Delaware code to enter onto private property to maintain, repair, or reconstruct facilities used by the public and maintained at public expense.</td>
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<td>3. Right of way limits are drawn using county parcel information, deeds, and archived plans, and are shown for illustrative purposes only.</td>
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<td>3-450</td>
<td>5. See landscaping plans for existing tree callouts.</td>
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NOTES:

1. All valves and manholes in the roadway in the lot that are not labeled, are to be adjusted by the contractor.
2. Where a right to enter (RTE) line is designated on the plans, it indicates locations where the department already has the right, under Delaware code to enter onto private property to maintain, repair, or reconstruct facilities used by the public and maintained at public expense.
3. Right of way limits are drawn using county parcel information, deeds, and archived plans, and are shown for illustrative purposes only.
4. Individual parcel boundaries (property lines) were obtained from available county records and have not been surveyed.
5. See landscaping plans for existing tree callouts.
P.C.C. CURB AND GUTTER PATCHING DETAIL

NOT TO SCALE

BRICK EDGED 6" CONCRETE SIDEWALK DETAIL - ITEM 705501

NOT TO SCALE

BRICK HERRINGBONE PATTERN

NOT TO SCALE

BRICK AND/OR BLOCK SIDEWALK DETAIL - ITEM 705504

NOT TO SCALE
RELOCATE TRASH RECEPTACLE
ITEM 763502 - SITE FURNISHINGS
NOT TO SCALE

RELOCATE BIKE POST
ITEM 763502 - SITE FURNISHINGS
NOT TO SCALE

P.C.C. CURB DETAIL
STA. 206+38.91 TO STA. 207+01.19
NOT TO SCALE

NOTES
1. INSTALL IN ACCORDANCE WITH DETAIL DT-11.

2. USE EDGE RESTRAINT WHERE TREE PIT IS BORDERED BY BRICK SIDEWALK. INCIDENTAL TO ITEM 705504.

3. INSTALL IN ACCORDANCE WITH SECTION 911.

NOT TO SCALE

UNOFFICIAL WEBSITE COPY
NOTES:
1. LANDING AREAS SHALL NOT EXCEED A 2% CROSS SLOPE AND A 2% RUNNING SLOPE.
2. DETECTABLE WARNING SURFACES SHALL BE PLAIN AND FLUSH WITH ADJACENT SURFACES.
3. REFER TO GRADES AND GEOMETRIC PLANS FOR ADDITIONAL GRADES.

WARNING SYSTEM SURFACE DETECTABLE 2' WIDE SIDEWALK 25.0 SF

2' WIDE SIDEWALK SURFACE DETECTABLE WARNING SYSTEM 25.1 SF

LANDING AREA (50:1 MAX. IN ALL DIRECTIONS) 25.32'

LONGITUDINAL SLOPE 25.52'

RAMP AREA (12:1 MAX. LONGITUDINAL SLOPE) 7.86'

25.21'

NOT TO SCALE
NOTES:
1. LANDING AREAS SHALL NOT EXCEED A 2% CROSS SLOPE AND A 2% RUNNING SLOPE.
2. DETECTABLE WARNING SURFACES SHALL BE PLANNED AND FLUSH WITH ADJACENT SURFACES.
3. REFER TO GRADES AND GEOMETRIC PLANS FOR ADDITIONAL GRADES.
4. ELEVATIONS SHOWN ARE FOR THE LIMITS OF DEPRESSED CURB AND GUTTER.
   THE CONTRACTOR SHALL TIE-IN BACK TO THE EXISTING SURFACE AT THE LOCATIONS
   THAT ARE SHOWN AS "MATCH EXISTING" OR "M.E."

LONGITUDINAL SLOPE)
RAMP AREA (12:1 MAX.
LANDING AREA (50:1 MAX.
IN ALL DIRECTIONS)
2" WIDE SIDEWALK
SURFACE DETECTABLE
WARNING SYSTEM 24.8 SF

LONGITUDINAL SLOPE)
RAMP AREA (12:1 MAX.
LANDING AREA (50:1 MAX.
IN ALL DIRECTIONS)
2" WIDE SIDEWALK
SURFACE DETECTABLE
WARNING SYSTEM 25.0 SF

LONGITUDINAL SLOPE)
RAMP AREA (12:1 MAX.
LANDING AREA (50:1 MAX.
IN ALL DIRECTIONS)
2" WIDE SIDEWALK
SURFACE DETECTABLE
WARNING SYSTEM 20.8 SF

LONGITUDINAL SLOPE)
RAMP AREA (12:1 MAX.
LANDING AREA (50:1 MAX.
IN ALL DIRECTIONS)
2" WIDE SIDEWALK
SURFACE DETECTABLE
WARNING SYSTEM 21.8 SF

LONGITUDINAL SLOPE)
RAMP AREA (12:1 MAX.
LANDING AREA (50:1 MAX.
IN ALL DIRECTIONS)
2" WIDE SIDEWALK
SURFACE DETECTABLE
WARNING SYSTEM 25.0 SF
GENERAL MOT NOTES:
3. Maintenance of traffic during lane closures and lane shifts shall conform to typical plans 10 and 29 of the Delaware DOT.
4. The use of millings and graded aggregate base course (gbf) on the roadway may, temporary roadway may, high volume entrances and access ramps for the purpose of providing a temporary roadway surface, pothole repair, tapered edges for utilities, site access, and longitudinal drop-offs (valleys), and phasing of operations is prohibited unless it is otherwise designated to be used in the contract plans. Use cold patch, bituminous concrete, bituminous concrete wedge, or taper roll as noted in the contract documents as approved by the engineer. Payment for cold patch, bituminous concrete or bituminous concrete wedge shall be paid as noted in the contract documents. Taper roll will be bituminous concrete shall be paid under the bituminous concrete milling item.
5. Millings or gabs shall be used at the following locations where access to a business, residence, or edge drop off needs to be maintained unless otherwise noted in the plans or directed by the engineer to use bituminous concrete or cold patch. All millings and gabs will be rolled and compacted to help prevent the material from unwavelling.
7. Low volume access ramps (lvac) identified in the contract documents.
8. Edge drop-offs adjacent to live roadways and shoulders and the proposed road construction.
9. Edge of roadway drop-off
Grading and maintaining base course that is being used for roadway wedges (fll) between travel lanes and pavement box, edge of travelways, driveway or entrance access shall not be included in item no. 3000. maintenance of traffic, the base course material shall be placed at no greater than the slope specified in table 604 and shall be compacted. Edge of base course material shall be pushed ahead and used in the next segment and shall be incidental to the particular base course pay item. No separate payment shall be made for millings or gabs. Temporary roadway material items used to protect edge drop-offs, unless the material is eventually utilized as part of a permanent roadway at time when the material would be paid for under the respective contract material item. Vertical easements shall be corrected in accordance with table 604 of the Delaware DOT.
2. Accessible materials for temporary pedestrian paths shall include concrete, hot-mix compacted millings or plywood walkway structure. Plywood walkway structures shall also include detectable edges and railings in accordance with the provisions of the American with Disabilities Act. The Delaware DOT. Temporary pedestrian paths shall be incidental to item 30000 unless otherwise specified in the plans. Stone or graded aggregate base course shall not be used for temporary pedestrian paths.
3. American traffic safety services association (atssa) certified traffic control supervisor requirement for this project.
4. Obtain "no parking" places from the city of delaware and install in locations where the existing parking lane is to be closed.
5. Obtain access to businesses and businesses at all times. Coordinate construction with property owners.
SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE 1

1. Install Traffic Control and Prepare a Segment

2. Install Temporary Detour for Phase I Using Typical

3. During work hours, use typical application as to

4. Remove Trees and Clear a Grub within the entire

5. Remove Existing Curb and Pavement Patch

6. Add Drainage inlet, construct curb and patch

7. Remove Existing Sidewalk

8. Perform utility adjustments, construct sidewalk,

9. Remove Traffic Controls and Pedestrian Detour for

10. All disturbed areas shall be adequately stabilized

NOTES:

1. Contractor shall only remove the amount of

2. Maintain parking on West side of Bradford Street.

3. Maintain Parking on West Side of Bradford Street.

1. Contractor shall only remove the amount of

2. Maintain Parking on West Side of Bradford Street.

1. Contractor shall only remove the amount of

2. Maintain Parking on West Side of Bradford Street.

1. Contractor shall only remove the amount of

2. Maintain Parking on West Side of Bradford Street.
PHASE 2:

1. Remove existing traffic controls and pedestrian detour for Phase 3 using typical application.

2. During work hours use typical application to set up temporary traffic controls and sidewalk, and ensure access to the roadway, as shown on the sheet.

3. Maintain parking on east side of Bradford Street.

PHASE 3:

1. Prior to proceeding to the next phase of construction, adjust drainage inlets, construct curb and patch pavement, as shown on the plans.

2. Remove existing curb and pavement patch as shown on the plans.

3. Perform utility adjustments, construct sidewalk, show plan for typical.

4. Remove traffic controls and pedestrian detour for Phase 2.

5. Remove traffic controls and pedestrian detour for Phase 2.

NOTES:

1. Contractor shall only remove the amount of existing pavement as is accessible for the current phase of the work area, for access, and maintenance of traffic.

2. Maintain parking on east side of Bradford Street.

SUGGESTED SEQUENCE OF CONSTRUCTION

1. Maintain parking on east side of Bradford Street.

2. Remove existing traffic controls and pedestrian detour for Phase 3 using typical application.

3. During work hours use typical application to set up temporary traffic controls and sidewalk, and ensure access to the roadway, as shown on the sheet.

4. Remove existing curb and pavement patch as shown on the plans.

5. Perform utility adjustments, construct sidewalk, show plan for typical.

6. Remove traffic controls and pedestrian detour for Phase 2.

7. Remove traffic controls and pedestrian detour for Phase 2.

8. All disturbed areas shall be adequately stabilized prior to resurfacing to the next phase of construction.

CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 2

BRADFORD STREET

STREETSCAPE ENHANCEMENTS
SUGGESTED SEQUENCE OF CONSTRUCTION

1. Install traffic control and erosion & sediment control equipment on the east side of Bradford Street.
2. Install pedestrian detour for Phase 3 using typical application.
3. During work hours, use typical application as to prevent work at the intersection and curb ramps.
4. Remove existing curb and pavement patch.
5. Construct curb and patch pavement, as shown on the plans.
6. Remove existing sidewalk.
7. Perform utility adjustments, construct sidewalk and curb ramps, as shown on the plans.
8. Perform traffic controls and pedestrian detour for Phase 3.
9. All of the above steps as applicable to the remainder of the project.

NOTES:
1. Contractor shall only remove the amount of existing pavement that will be replaced. Additional existing pavement removed will be documented.
2. Maintain parking on west side of Bradford Street.

WEBSITE COPY
PHASE 4:
1. Install Traffic Control and Shoulder & pAement
2. Install Pedestrian Detour for Phase 4 Using Typical Application 25:
3. During work hours, use typical application 35 to
delineate zone at the intersection and along Bradfot Street.
As shown on the existing street at two lanes,
4. Remove existing curb and pavement.
5. Construct curb and patch pavement, as shown on
the plan.
6. Remove existing sidewalk.
7. Perform utility adjustments, construct sidewalk and
curb ramps as shown on the plan.
8. Remove traffic controls and pedestrian detour for
9. All of procedures to the present phase of construction.

NOTES:
1. Contractor shall only remove the amount of
   asphalt from the lanes shown on the plan.
   Delineation is intended to maintain
   traffic during the monitoring phase.
2. Maintain parking on East side of Bradfot Street.
**SUGGESTED SEQUENCE OF CONSTRUCTION**

**PHASE D**

1. Use TA-10 to perform final Mill and Overlay of the City of Dover to close parking on Bradford Street.
2. Perform Utility Adjustments.
3. Plant Trees in the project area, as shown on the plans.
4. Install Signing and Striping in the project area, as shown on the plans.
5. Remove Traffic & Shoulder Control Devices after final work completion from Traffic Control Engineer.
6. Remove all traffic control for the project.
SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE 1

1. Use this to perform final roll and delivery of the City of Dover to close in main in Bradford Street.
2. Perform utility adjustments.
3. Plant trees in the project area as shown on the plans.
4. Install storm and storming in the project area as shown on the plans.
5. Professional design, design of control devices after final preparation and detailed design.
6. Remove all traffic control for the project.
LIGHTING SERVICE SCHEDULE
FOR INFORMATIONAL PURPOSES ONLY

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LIGHTING STANDARD SCHEDULE FOR INFORMATIONAL PURPOSES ONLY

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NOTES:
1. LIGHT POLES AND CONDUIT LOCATIONS ARE PROVIDED BY CITY OF DOVER AND FOR CITY OF DOVER USE AND INFORMATIONAL PURPOSES ONLY, CITY OF DOVER MAY ADJUST LOCATIONS IN FIELD DURING ELECTRICAL UTILITY UNDERGROUNDING.
2. CONTRACTOR TO VERIFY LOCATION OF LIGHTS, CONDUIT AND RISERS. CITY OF DOVER TO TAKE APPROPRIATE ACTIONS TO NOT DISTURB LIGHTING EQUIPMENT DURING CONSTRUCTION.
3. CITY OF DOVER TO FURNISH AND INSTALL LIGHT POLES, LIGHT POLE MASONRY, CONDUIT, CONDUIT WIRING, SERVICE FEED AND CONNECTION AND PERFORM ELECTRICAL TESTS.
4. EXISTING POLES, LUMINAIRES, AND OVERHEAD WIRES TO BE REMOVED BY THE CITY OF DOVER AS SHOWN ON THE CONSTRUCTION PLANS.

LIGHTING LEGEND

LIGHTING STANDARD IDENTIFIER
LIGHTING SERVICE IDENTIFIER
PROPOSED LIGHTING STANDARD

PAVEMENT MARKINGS LEGEND

- 24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM BRIDGE)
- 18" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM BRIDGE)