



**SR 1, Dewey Beach
Anchor Way to Bayard Avenue
Pedestrian Access Routes (PAR):
ADA Assessment**

April 2019

Delaware Department of Transportation

Agreement No. 1789, Task 1



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INTRODUCTION

The purpose of this study is to perform an ADA Pedestrian Accessible Routes (PAR) assessment and evaluate conceptual improvements to improve pedestrian safety and circulation along a one-mile segment of SR 1 (Coastal Highway) from Anchor Way to Bayard Avenue in the Town of Dewey Beach. Existing pedestrian facilities were compared to State and Federal standards and regulations, including the latest *DelDOT Pedestrian Accessibility Standards for Facilities in the Public Right of Way (PAS)*. The assessment utilized a complete GIS-based ADA field inventory to identify deficiencies in the pedestrian network and provides recommendations to improve multimodal safety and connectivity along SR 1 in Dewey Beach.



Background

Delaware State Route 1 (SR 1/Coastal Highway) is a transportation link of local and regional importance. It serves the Delaware beach resorts while also serving as an arterial for local residents and commuter traffic. Due to the increasing residential and commercial growth throughout the corridor and nearby towns, pedestrian mobility demand is also increasing.

In 2012 and 2013, Delaware had the highest pedestrian fatality rate per 100,000 population in the United States, including five fatalities along the SR 1 corridor from the Nassau Bridge to the southern limits of Dewey Beach. Pedestrian safety and accessibility are evaluated and engineered as part of most transportation improvement projects; however, infrastructure improvement projects require significant resources. In July 2013, legislators worked with DeIDOT to help create the Route 1 Pedestrian Safety Task Force, which reviewed pedestrian safety and infrastructure needs along SR 1 from Five Points (US 9) to the southern town limits of Dewey Beach. In accordance with the task force recommendations, DeIDOT completed construction in spring 2016 on a 4.7-mile pedestrian safety improvement project along SR 1 from Five Points to the Rehoboth Canal.



The 2015 Delaware Strategic Highway Safety Plan (SHSP) included pedestrian crashes as one of eight emphasis areas to prioritize the use of funds and resources and ensure that safety improvement efforts are targeted effectively. In 2017, DeIDOT also teamed with the Office of Highway Safety (OHS) and law enforcement to educate the public about safe walking practices through the “Walk Smart. Arrive Alive DE.” campaign. Some examples of marketing materials used

for the public outreach campaign are shown on the next page. In addition to increasing public awareness about laws and pedestrian safety, improving infrastructure to reduce pedestrian exposure and the potential for pedestrian/vehicle conflicts is a strategy to reach the SHSP goals. Go to: <https://www.arrivealivede.com/Walk-Smart#fatalities> for more details.



In August 2018, the Town of Dewey Beach published a new Comprehensive Development Plan, which will serve as a policy guide for future planning and development efforts in the town. The Plan recognizes the importance safe and efficient pedestrian circulation and identifies some of the deficiencies in existing infrastructure. The focus of this report is to evaluate existing conditions and make recommendations for infrastructure improvements that increase pedestrian safety and mobility in accordance with current State and Federal standards and regulations.

Study Area

The study area for the pedestrian facilities assessment is along SR 1 from Anchor Way to Bayard Avenue in the Town of Dewey Beach, Sussex County. Figure 1 on the next page highlights the limits of the study area.



Photo 1: Looking southwest at the intersection of SR 1 and McKinley Avenue



Figure 1: Study area

EXISTING CONDITIONS

Site Description

Within the study area, SR 1 is a four-lane divided roadway, classified as a principal arterial with a posted speed limit of 30 mph. The travel lanes are eleven feet wide with ten-foot shoulders/bike lanes and a 22-foot wide concrete median with intermittent left turn lanes. According to DeIDOT's 2017 Traffic Summary, the ADT along SR 1 within the study area is approximately 15,329 vehicles. The study area includes seven signalized intersections, 12 unsignalized intersections, and approximately 32 residential/commercial driveways. There are also eight unsignalized, two-stage, pedestrian crossings within the study limits.

Land uses along the corridor include residential and commercial development. Off-street parking for many developments is located immediately adjacent to the sidewalk. Except for a small segment along the east side, south of Collins Street, sidewalk is continuous along both sides of the roadway with signalized pedestrian crossings and push button activation at all signalized intersections. There are four DART bus stops located along the corridor in addition to seven privately-operated trolley stops. On-street parking is prohibited along SR 1 throughout the project limits; however, several designated loading zones are provided for commercial deliveries.

In general, the existing right of way width along this segment of SR 1 varies between 95 feet and 110 feet. In many areas, the back of the existing sidewalk is at the limit of existing right of way.

Pedestrian Facilities



Within the study area, there is continuous sidewalk of various widths along both sides of SR 1, except for a short segment of about 200 feet along the east side, south of Collins Street. The existing sidewalk provides good north/south connectivity between residential and commercial development throughout the corridor.

Curb ramps and marked crosswalks are provided for east/west movements across SR 1 at most of the intersections; however, there are only six side streets with marked crosswalks for north/south movements and only one of those (Dickinson Street) is located south of Swedes Street. There is limited sidewalk provided along the side streets in the study area; therefore, most pedestrians walking to the beach or other destinations east and west of SR 1 must walk along the street.

Signalized pedestrian crossings for SR 1 are provided at all signalized intersections, but only three signalized pedestrian crossings are provided on side streets (Dickinson St., King Charles Ave, and Bayard Ave). Additional details related to specific ADA deficiencies will be discussed later in the report.



Photo 2: Looking south at the intersection of SR 1 at Bellevue Street



Photo 3: Looking north at the intersection of SR 1 at Bayard Avenue

Crash Data

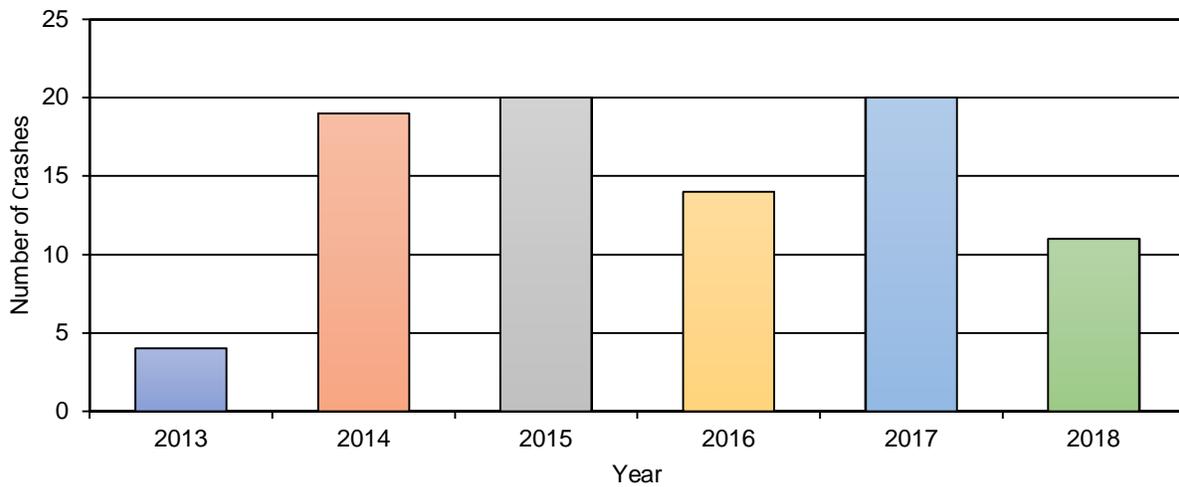
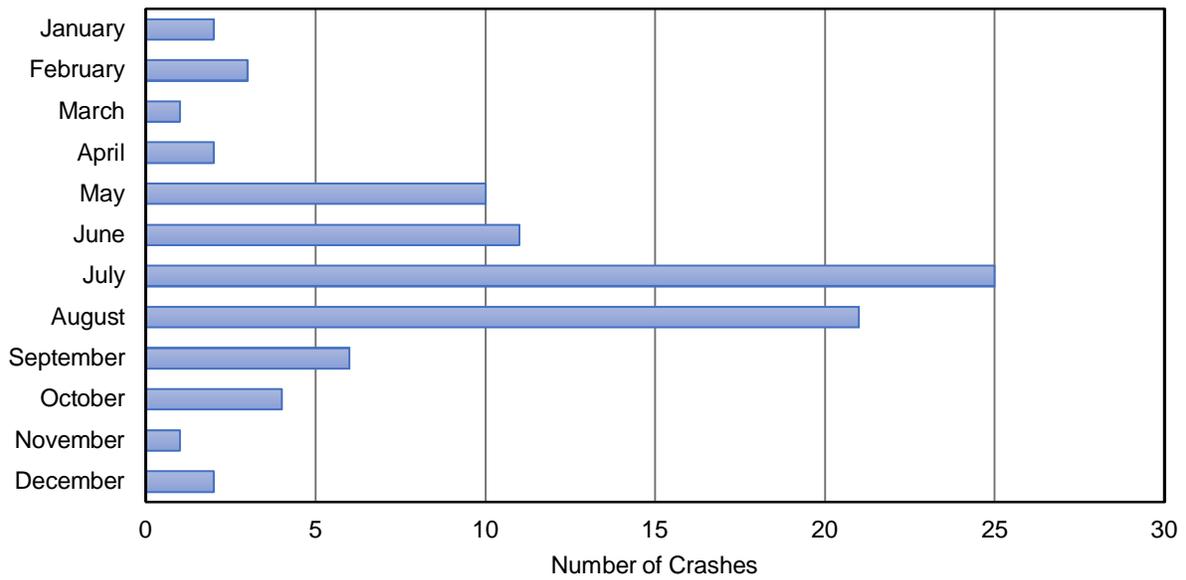
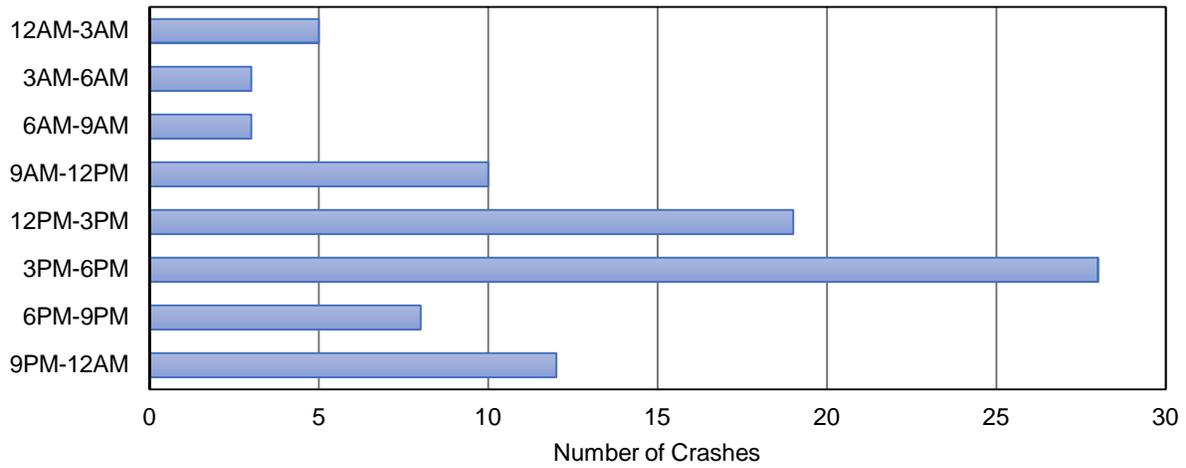
Crash reports were reviewed for a five-year period from September 2013 to August 2018. A total of 88 crashes were reported within the one-mile section of SR 1 from Anchor Way to Bayard Avenue. A categorical summary of the crashes by time of day, month, year, type, severity, surface condition, and lighting condition is shown in **Figure 2**. Additional crash data is also summarized below.

- 18 crashes (26 percent) involved a personal injury
- 49 crashes (57 percent) were rear end crashes
- 65 crashes (74 percent) occurred between Memorial Day and Labor Day
- Eight crashes (9 percent) involved pedestrians or bicyclists, including two pedestrian fatalities
- 10 crashes (11 percent) were alcohol related
- 47 crashes (53 percent) occurred between 12:00 PM and 6:00 PM
- 24 crashes (27 percent) occurred at night in lighted and unlighted conditions
- 73 crashes (83 percent) occurred during clear weather conditions

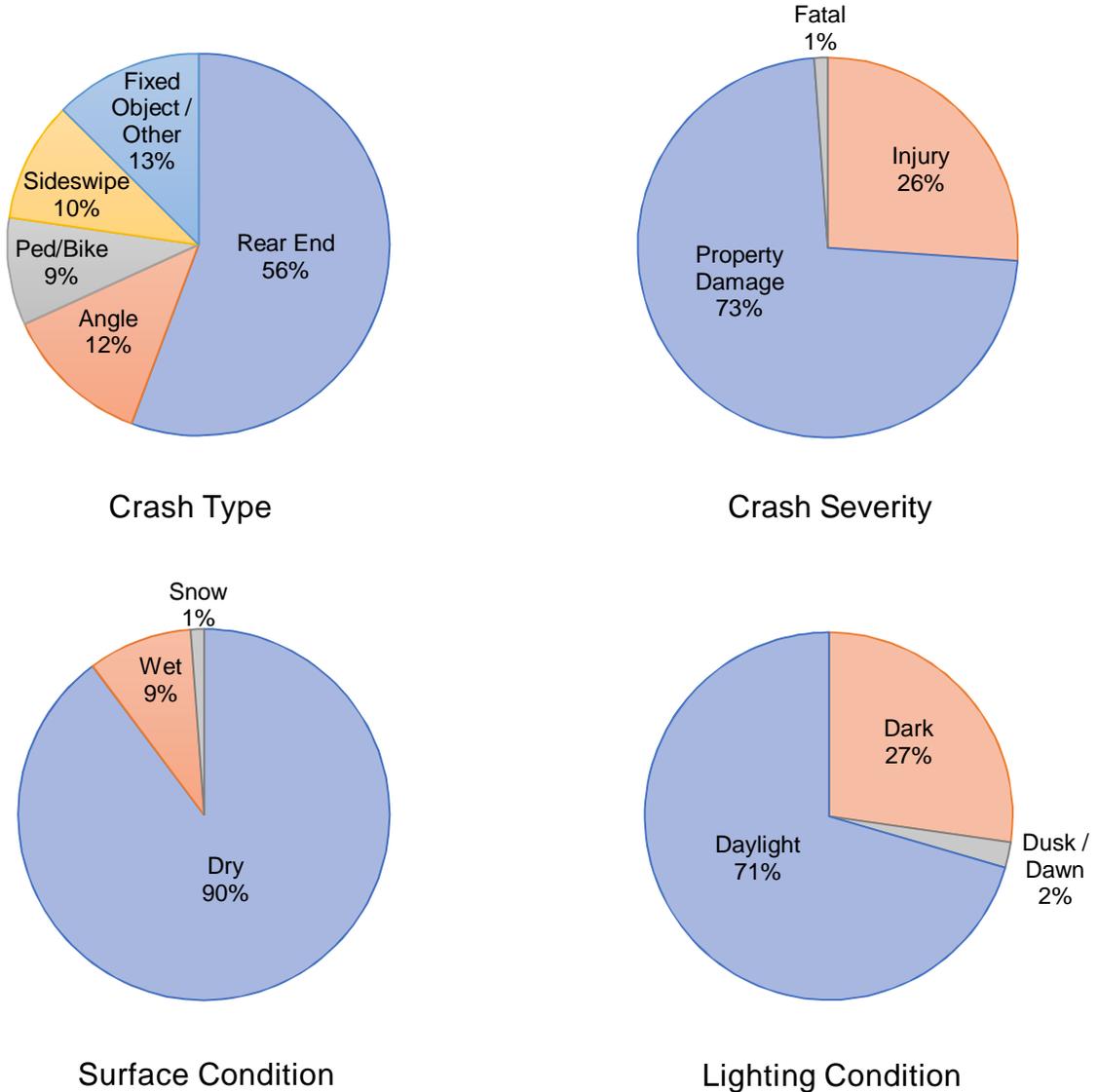
The following is a summary of the reported pedestrian and bicycle crashes:

- Five of the eight crashes occurred at night, four in lighted conditions.
- Two of the eight crashes involved cyclists. Cyclists were found to be at fault in both situations; one for failure to signal and one for failure to yield.
- Four of the eight crashes involved impaired pedestrians who were found to be at fault for jaywalking.
- One of the personal injury crashes involved a pedestrian struck by a southbound vehicle at the unsignalized, marked crosswalk at Dagsworthy Avenue. The driver initially stopped for crossing pedestrians but was unable to see the additional pedestrians approaching from the west. The driver noted that their view was obstructed by a large truck in the adjacent southbound lane. The driver was issued a citation for failing to yield to pedestrians.
- One fatal crash with two pedestrian fatalities occurred on October 21, 2017 around 5:00 PM. Two pedestrians were standing with their bicycles on the west side of SR 1 just south of Saulsbury Street. A northbound vehicle crossed the median and southbound lanes and struck the pedestrians and a utility pole. It was determined that the driver of the vehicle experienced a medical event and lost control of his vehicle. One of the pedestrians was standing in the southbound shoulder and the other on the sidewalk when they were struck.

FIGURE 2
Crash Data Summary



**FIGURE 2 (cont.)
Crash Data Summary**



Transit Inventory

Public transit service in the study area is provided by Delaware Transit Corporation (DTC), which operates seasonal, fixed route bus service through Delaware Area Regional Transit (DART). DART's Beach Bus service typically operates from May through September along eight resort area bus routes that service riders between Ocean City, MD and Lewes, DE. There are two routes located in the town of Dewey Beach as noted below in Table 1. Both routes also provide regional access to riders with additional connections to service throughout Sussex County and northern destinations such as Wilmington, DE.

- Route 203 provides service between the Lewes Park and Ride and Ruddertowne (Dickinson Street).
- Route 208 provides service between the Rehoboth Park and Ride and Ocean City, Maryland.

It should also be noted that all DART buses are equipped with bike racks to provide enhanced multi-modal opportunities for riders.

Table 1: DART Bus Service Summary

Route	Location	Stop ID	Stop Location	Amenities	ADA Compliant Dimensions	Lighting	Daily Average Weekday Ridership ¹	
							Boarding	Alighting
Northbound SR 1								
203 & 208	@ Dickinson St	3772	Midblock	None	No	Light pole in median	53	7
203 & 208	@ Saulsbury St	405	Nearside	None	No	Light pole in median	34	17
Southbound SR 1								
203 & 208	@ Houston St	399	Nearside	None	No	Light pole in median	3	28
203 & 208	@ Dickinson St	402	Farside	None	Yes	Light pole in median	12	39

¹ Ridership data from 2018 seasonal service period.

Since 1970, the Jolly Trolley, a privately owned and operated shuttle service, has provided seasonal service between Rehoboth Beach and Dewey Beach. The shuttle operates daily from 8:00 AM to 2:00 AM from Memorial Day to Labor Day. The Jolly Trolley has seven stops along SR 1 within the study limits as noted in Table 2. Ridership numbers are not available; however, Table 2 provides a stop location summary. Figure 2 shows the locations of both DART and Jolly Trolley stops.

Table 2: Jolly Trolley Service Summary

Location	Stop Location	Amenities	ADA Compliant Dimensions	Lighting
Northbound SR 1				
@ Read Ave	Nearside	None	No	Light pole in median
@ Bellevue St	Midblock	None	No	Light pole in median
@ Saulsbury St	Midblock	None	Yes	Light pole in median
@ Swedes St	Farside	None	No	Light pole in median
Southbound SR 1				
@ Saulsbury St	Nearside	None	No	Light pole in median
@ Dagsworthy Ave	Nearside	None	No	Light pole in median
@ Read Ave	Nearside	None	Yes	Light pole in median



Photo 4: Looking north at the Jolly Trolley stop at Swedes Street



Photos 5 and 6: Looking at the DART Beach Bus stops near Houston St and Dickinson St



Figure 2: Transit stops within study area

Bicycle Facilities

Within the study area, SR 1 is designated as an official bicycle route and is signed as Bicycle Route 1. The shoulders are generally 10 feet wide and bicycle lane symbols are intermittently striped on the pavement. On-street parking is prohibited on the SR 1 shoulder within the study area. “No Stopping Standing or Parking” signs are posted along both sides of SR 1.

Thirteen truck loading zones are located along the SR 1 shoulder throughout the study limits. In general, loading zones are located adjacent to commercial businesses and are signed with the following day of week and time restrictions: Monday 10 AM to 7 PM, Tues-Thurs 7 AM to 7 PM, and Friday 7 AM to 2 PM, except holidays.



Photo 7: Looking at bicyclists traveling southbound in the SR 1 northbound shoulder

With shoulder widths of 10 feet, trucks block bicycle access when parking in the loading zones. Figure 3 depicts the officially designated loading zone areas; however, trucks were regularly observed utilizing the shoulder at unposted locations as well. Additionally, some loading zones signs were posted with a begin point, but with no end point posted.



Photo 8: Looking at delivery truck parked illegally in the SR 1 southbound shoulder



Photo 9 and 10: Looking at delivery trucks parking in designated loading zones



Figure 3: Loading zones within study area

Signalized Intersections

There are seven signalized intersections located within the study area. Marked crosswalks with pedestrian signals and pushbuttons are provided for all SR 1 crossings, but not at all side streets. There are two future pavement and rehabilitation contracts (T201706301 and T201706302) along SR 1, under which existing pedestrian crossing features, including curb ramps and pushbuttons, will be upgraded to meet ADA compliance where feasible. Contract T201706301 is scheduled to begin work in spring 2019 and contract T201706302 is scheduled to begin work in fall 2019. Some features, such as utility pole relocations and right-of-way acquisition are not included in the scope of work; therefore, full ADA compliance is not feasible.

SR 1 at Collins Street:

This intersection is a four-leg intersection with a marked crosswalk and signalized pedestrian crossing across the north leg of SR 1. There are existing curb ramps on the northwest, northeast, and southwest corners. There are pushbutton activated pedestrian signals on the northeast and northwest corners. On the northeast corner, the pushbutton is attached to the signal pole that is located approximately 20 feet east of the sidewalk. On the northwest corner, the pushbutton is attached to the back side of a utility pole, which also obstructs the sidewalk. Neither pushbutton location is ADA compliant. New curb ramps and pedestrian poles with pushbuttons and countdown displays will be installed under Contract T201706302.

SR 1 at Dickinson Street:

This intersection is a four-leg intersection with marked crosswalks, existing curb ramps and signalized pedestrian crossings on all four corners. The curb ramp on the southwest corner has damaged truncated domes, but all the remaining curb ramps and all pushbuttons are ADA compliant. No signal work is proposed at this intersection under Contract T201706302.

SR 1 at Read Avenue:

This intersection is a four-leg intersection with a marked crosswalk and signalized pedestrian crossing across the north leg of SR 1. There are curb ramps on all four corners and pushbutton activated pedestrian signals at the northeast and northwest corners. The pushbutton on the northeast corner is mounted on a signal pole and is not ADA compliant. The pushbutton on the northwest corner is ADA compliant. A new curb ramp (northeast corner) and pedestrian poles with pushbuttons and countdown displays will be installed under Contract T201706302.

SR 1 at Bellevue Street:

This intersection is a four-leg intersection with a crosswalk and signalized pedestrian crossing across the north leg of SR 1. There are pushbutton activated pedestrian signals on the northeast and northwest corners. On the northeast corner, the pushbutton is mounted on a utility pole and is not ADA compliant. New curb ramps and pedestrian poles with pushbuttons and countdown displays will be installed under Contract T201706302.

SR 1 at Saulsbury Street:

This intersection is a four-leg intersection with a crosswalk and signalized pedestrian crossing across the south leg of SR 1. This intersection provides pushbutton activated pedestrian signals on the southeast and southwest corners. New pedestrian poles with pushbuttons and countdown displays will be installed under Contract T201706302.

SR 1 at SR 1A (King Charles Avenue):

This intersection is a “T” intersection with signalized pedestrian crossings for both SR 1 and SR 1A. There are crosswalks and pedestrian signals with pushbuttons at all crossings. Minor improvements to the pedestrian signal equipment, including new pushbuttons and countdown displays will be installed under Contract T201706301.

SR 1 at Bayard Avenue:

This intersection is a “T” intersection with signalized pedestrian crossings at the south leg of SR 1 and across Bayard Avenue. There are crosswalks and pedestrian signals with pushbuttons at all crossings. Non-compliant curb ramps will be reconstructed, and new pushbuttons and countdown displays will be installed under Contract T201706301.

Pedestrian Accessibility Evaluation

Sidewalks

There is existing sidewalk of varying width and condition along both sides of SR 1. In general, three types of ADA deficiencies were observed and recorded. Appendix A contains a summary of all the identified deficiencies, which are also noted on the concept plans in Appendix B.

1. Several existing curb ramps did not meet ADA standards due to existing geometrics or lack of detectable warning surfaces.

A total of 21 non-compliant curb ramps were recorded within the study area. Most of these curb ramps will be reconstructed under future pavement rehabilitation projects in 2019 and 2020. (Contract T201706301 and T201706302). Under pavement and rehabilitation contracts, the curb ramps will be reconstructed to meet ADA standards to the maximum extent feasible; however, some deficiencies will remain until a comprehensive capital project is initiated in the future to address items such as the utility pole obstructions, insufficient sidewalk width, and steep cross slopes.



Photo 11: Northwest corner curb ramp at SR 1 and St. Louis Street with no truncated domes

- Existing driveways create longitudinal slopes and cross slopes that do not meet ADA standards.

A total of 34 non-compliant driveway aprons were recorded within the study area. Some of these driveways are associated with loading zone locations for adjacent businesses. Locations of the non-compliant driveways are highlighted to be reconstructed in the proposed concept improvement plans



Photo 12: Non-compliant driveway slopes at the northeast corner of SR 1 at Rodney Street

- Fixed objects, such as utility poles, signal cabinets and sign posts are located within the accessible route and create non-compliant pinch points.

Additionally, street signs are posted at non-compliant heights and protrude into the PAR. Per the PAS manual, signs must be positioned as follows:

- The minimum vertical clearance under regulatory, warning or guide signage is 84 inches.
- The minimum vertical clearance under non-regulatory signage is 80 inches.
- The maximum protruding object overhang distance for signs posted between 27 inches and 84 inches is 4 inches.



Photo 13: Southwest corner curb ramp at SR 1 and Swedes Street with a utility pole in the landing area

A total of 28 pinch points and protruding objects were recorded within the study area and can be categorized as follows:

- 12 utility poles
- 10 signs
- Four privately owned features, including trash bins and a mailbox
- Two traffic signal equipment features, including a signal pole and signal cabinet



Photo 14: Example of multiple obstructions within the PAR on the northeast corner of SR 1 at Bellevue Street

Lighting Conditions

Existing street lighting is located along a majority of SR 1 within the study area. Between Anchor Way and Houston Street there are 21 light poles with two fixtures on each pole located within the median. These fixtures, along with ambient light from adjacent businesses along SR 1 provide sufficient lighting along the corridor.



Photo 15: Looking north at the existing light poles in the SR 1 median

Recommended Improvements

The recommended improvements in this document are based on the DeIDOT *Pedestrian Accessibility Standards for Facilities in the Public Right of Way* manual and the observed sidewalk connectivity deficiencies along SR 1 in Dewey Beach.

Short-term Recommendations:

1. Reconstruct the non-compliant curb ramps under the pavement and rehabilitation contracts T201706301 and T201706302. Upgrade pedestrian signal equipment to achieve ADA compliance to the maximum extent feasible given the scope of the project. Reassess any remaining non-compliant conditions after completion of the work.
2. Coordinate with the Town of Dewey and local businesses to relocate the existing trash bins to outside the sidewalk PAR.
3. Coordinate with the Town of Dewey and DeIDOT Traffic to relocate/repost traffic signs compliant heights.
4. Coordinate with DeIDOT Traffic and the Town of Dewey regarding the installation of Rectangular Rapid Flash Beacons (RRFB) at the seven existing unsignalized intersections along SR 1 between King Charles Avenue and Collins Street. DeIDOT is currently developing preliminary design plans for RRFB installation at all seven locations.

Mid-term to Long-term Recommendations:

5. Coordinate with Delaware Transit Corporation to confirm the location of the four bus stops. Relocate the stops as directed by DTC while accounting for available right of way. Construct ADA compliant bus loading zones at all bus stops. Right of way acquisition will likely be required.
6. Coordinate with the Town of Dewey Beach and the Jolly Trolley to confirm the locations of the trolley stops. Construct ADA compliant loading zones at all stops. Right of way acquisition will likely be required.
7. Evaluate each utility pole pinch-point and develop conceptual alternatives to mitigate these pinch-points, which include:
 - Construct a sidewalk extension into the roadway adjacent to the existing pole.
 - Relocate the pole to an area with a wider sidewalk or to an area where a sidewalk extension can be constructed. Depending on the spacing between the adjacent poles and on the aerial connections to the side street poles, evaluate if removing a pole completely is an option. This solution may result in additional pole placement on the side streets or replacement of the adjacent poles to accommodate the longer spacing.
 - Relocate all aerial utilities underground to eliminate the pole obstructions in the PAR.
8. Evaluate each driveway apron and develop conceptual alternatives to mitigate non-compliant cross slopes, which include:

- Confirm with the Town of Dewey Beach the need and limits of each loading zone and investigate if the driveway is permitted. If not, remove the depressed curb and reconstruct the curb and sidewalk.
- If there is no structure or building immediately adjacent to the sidewalk, reconstruct the sidewalk and tie back into the existing driveway. If the sidewalk is wide enough, it may be desirable to route the PAR behind the driveway apron. Easements will be required.
- If structures are immediately behind the sidewalk, obtain detailed field survey to determine options. If the driveway does not serve vehicles and only provides access as a loading zone, it may be feasible to steepen the apron enough to reconstruct the sidewalk without affecting the building.

Appendix A: Features Inventory

Appendix A: Features Inventory

Note, the plan ID label corresponds to the color label on the ADA Assessment Plans (Appendix B).

Deficient Curb Ramps

Plan ID	Location		Type of Deficiency
	Intersection	Corner	
CR01	Dickinson St	SW	Damaged truncated domes
CR02	Dagsworthy St	Midblock	Geometric, cross-slopes
CR03	Dagsworthy St	Midblock	Geometric, cross-slopes
CR04	New Orleans St	NW	Geometric, cross-slopes
CR05	Saulsbury St	NW	Damaged truncated domes
CR06	Swedes St	NW	No truncated domes
CR07	Swedes St	SE	Utility pole in landing area
CR08	Swedes St	SW	No truncated domes
CR09	Clayton St	SW	No truncated domes
CR10	Clayton St	Median	No truncated domes
CR11	St. Louis St	Midblock	No truncated domes
CR12	St. Louis St	SE	No truncated domes
CR13	St. Louis St	NE	No truncated domes
CR14	St. Louis St	SW	No truncated domes
CR15	St. Louis St	NW	No truncated domes
CR16	West St	SE	No truncated domes
CR17	West St	NE	No truncated domes
CR18	Bayard Ave	SW	No truncated domes
CR19	Bayard Ave	SW Island	Geometric, cross-slopes
CR20	Bayard Ave	Median	Geometric, cross-slopes
CR21	Bayard Ave	SE	No truncated domes

Pinch points, utility poles

Plan ID	Owner	Pole #	Feature	Location			ADA Deficiency	Pinch Point	Comments
				Side	Nearest Street	Corner			
UP01	DP&L	61x0xx-0xx39	Utility Pole	Southbound	Collins Ave	NW	Pinch-point	27"	Pushbutton on pole
UP02	DP&L	61914-04884	Utility Pole	Northbound	Dickinson St	Midblock	Pinch-point	33"	
UP03	DP&L	no #	Utility Pole	Southbound	Dickinson St	NW	Pinch-point	25"	
UP04	DP&L	61906-04956	Utility Pole	Northbound	Read Ave	Midblock	Pinch-point	21"	Electric box on pole
UP05	DP&L	no #	Utility Pole	Northbound	Read Ave	SE	Pinch-point	19"	
UP06	DP&L	61903-04978	Utility Pole	Northbound	Read Ave	NE	Pinch-point	26"	
UP07	DP&L	61899-05028	Utility Pole	Northbound	Dagsworthy St	Midblock	Pinch-point	26"	Loading Zone sign on pole
UP08	DP&L	61894-05069	Utility Pole	Northbound	Bellevue St	SE	Pinch-point	33"	
UP09	DP&L	61894-05073	Utility Box	Northbound	Bellevue St	NE	Pinch-point	33"	
UP10	DP&L	61892-05094	Utility Pole	Northbound	New Orleans St	SE	Pinch-point	30"	
UP11	DP&L	61886-05143	Utility Pole	Northbound	Swedes St	SE	Pinch-point	34"	Within curb ramp landing area
UP12	DP&L	61883-05158	Utility Pole	Northbound	Clayton St	Midblock	Pinch-point	25"	Two guy wire pinch points

Pinch points, signal equipment

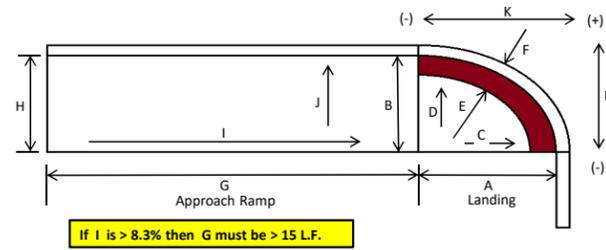
Plan ID	Owner	Feature	Location			ADA Deficiency	Pinch Point
			Side	Nearest Street	Corner		
T01	DelDOT	Signal Cabinet	Northbound	Bellevue St	NE	Pinch Point	29"
T02	DelDOT	Signal Pole	Northbound	Bellevue St	NE	Pinch Point	30"

Pinch-points, Private features

Plan ID	Owner	Feature	Location			ADA Deficiency	Dimension
			Side	Nearest Street	Corner		
D01	Town of Dewey	Trash Bin	Northbound	Van Dyke Ave	NE	Pinch-point	15"
D02	Town of Dewey	Trash Bin	Southbound	Dickinson St	NW	Protruding Object	5"
D03	Town of Dewey	Trash Bin	Northbound	Dagsworthy St	NE	Protruding Object	6"
P01	Private	Mailboxes	Northbound	Read Ave	NE	Protruding Object	8"

Protruding Objects, signs

Plan ID	Owner	Feature	Location			ADA Deficiency	Overhang
			Side	Nearest Street	Corner		
S01	DeIDOT	Sign	Southbound	Dickinson St	SW	Protruding Object	4"
S02	DeIDOT	Sign	Southbound	Dickinson St	SW	Protruding Object	6"
S03	DeIDOT	Sign	Northbound	Dickinson St	NE	Protruding Object	9"
S04	DeIDOT	Sign	Northbound	Dickinson St	NE	Protruding Object	16"
S05	DeIDOT	Sign	Northbound	Rodney Ave	Midblock	Protruding Object	11"
S06	DeIDOT	Sign	Southbound	Rodney Ave	SW	Protruding Object	20"
S07	DeIDOT	Sign	Northbound	Rodney Ave	NE	Protruding Object	21"
S08	DeIDOT	Sign	Southbound	McKinley Ave	SW	Protruding Object	27"
S09	DeIDOT	Sign	Northbound	Swedes St	Midblock	Protruding Object	8"
S10	DeIDOT	Sign	Northbound	Swedes St	NE	Protruding Object	18"



The Sum of E and F should never be > 13%

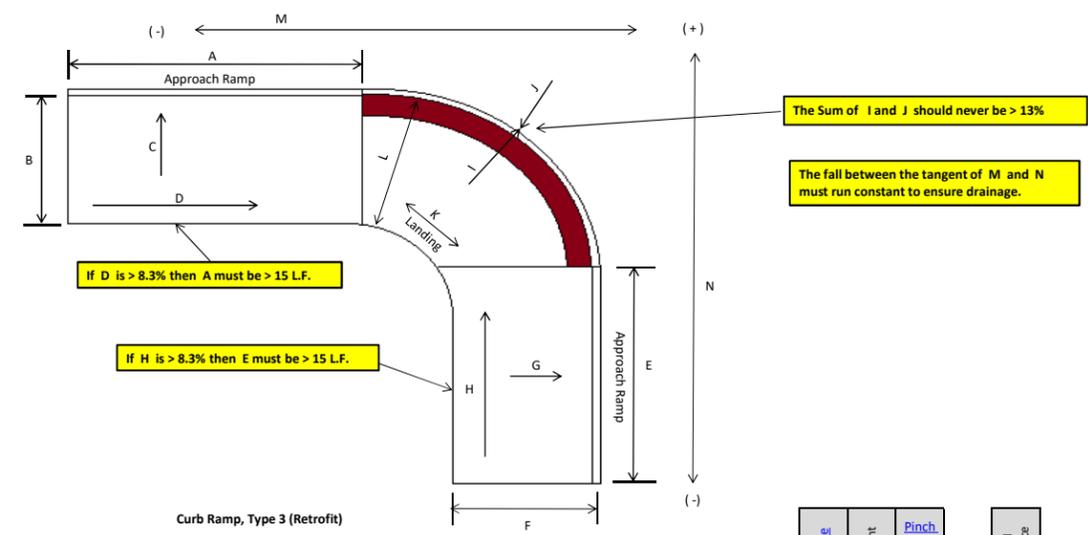
The fall between the tangent of K and L must run constant to ensure drainage.

If I is > 8.3% then G must be > 15 L.F.

Curb Ramp, Type 1A (Retrofit)

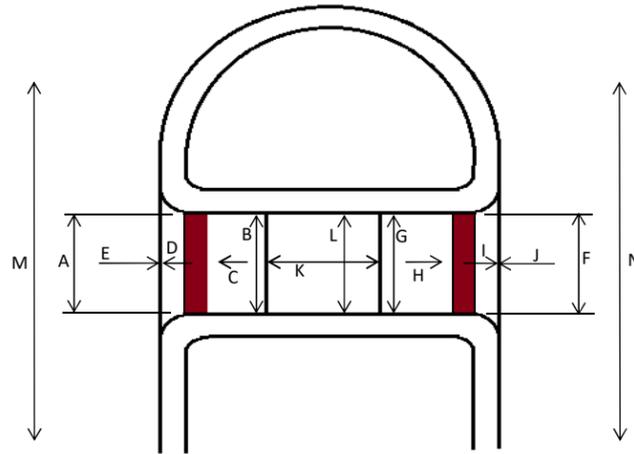
Date	Street & Block	Loc.	Dir.	Landing				Counter Slope			Approach Ramp				Road Grade		Constraint	Drainage	Pinch Point Width (in.)	Gap (in.)	Vertical Difference	Height (in.)	Compliant	Practical Exception	Comments
				A Inches	B Inches	C %	D %	E %	F %	E+F %	G Feet	H Inches	I %	J %	K %	L %									
5/1/2018	SR 1 @ St. Louis St	Corner	South	180.00	58.00	0.7%	0.8%	1.6%	2.0%	3.6%	15.00	58.00	0.7%	0.8%	0.9%	0.3%						No		SW Corner. No truncated warning domes.	
5/1/2018	SR 1 @ Houston St	Corner	South	82.00	58.00	2.3%	0.0%	3.1%	2.4%	5.5%	13.42	57.00	2.7%	0.1%	0.4%	0.3%						Yes		NW Corner	
5/1/2018	SR 1 @ Houston St	Corner	South	95.00	70.00	0.6%	1.1%	1.2%	3.3%	4.5%	8.42	70.00	3.1%	2.0%	1.2%	2.3%						Yes		SW Corner	
5/1/2018	SR 1 @ Clayton St	Corner	South	132.00	62.00	0.8%	0.1%	1.0%	2.9%	3.9%	9.00	165.00	1.9%	0.7%	1.4%	1.2%						No		SW Corner. No truncated warning domes.	
5/1/2018	SR 1 @ Swedes St	Corner	South	112.00	69.00	1.2%	0.6%	1.9%	4.6%	6.5%	11.00	69.00	2.8%	0.6%	0.4%	1.2%						No		NW Corner . No truncated warning domes.	
5/1/2018	SR 1 @ Swedes St	Corner	South	159.00	59.00	3.1%	0.5%	2.7%	1.3%	4.0%	6.00	60.00	4.9%	1.8%	2.5%	1.2%						No		SW Corner. No truncated warning domes.	
5/1/2018	SR 1 @ Saulsbury St	Corner	South	216.00	60.00	0.3%	0.2%	0.8%	1.8%	2.6%	9.00	62.00	3.9%	0.7%	2.4%	0.5%						No		NW Corner. Parking spot adjacent to ramp. Cars must drive over the landing area of the curb ramp to access the spot. Truncated domes have been destroyed as a result.	
5/2/2018	SR 1 @ Saulsbury St	Corner	South	125.00	48.00	1.4%	3.7%	2.0%	0.1%	2.1%	6.00	50.00	4.5%	0.6%	1.0%	0.9%						Yes		SW Corner	
5/2/2018	SR 1 @ Bellevue St	Corner	South	240.00	45.00	0.2%	0.5%	2.0%	0.2%	2.2%	10.00	48.00	3.3%	0.1%	0.0%	2.0%								NW Corner. Trash bin located adjacent to the curb ramp causes a pinch point.	
5/2/2018	SR 1 @ Bellevue St	Corner	South	230.00	48.00	1.2%	1.2%	1.1%	1.3%	2.4%	10.50	80.00	2.2%	0.2%	0.8%	0.6%						Yes		NW Corner	
5/2/2018	SR 1 @ Dagsworthy St	Mid-Block	South																		No		At a midblock driveway between Dagsworthy St and Bellevue St. Measurements not taken because curb ramps have no domes and are noncompliant.		
5/2/2018	SR 1 @ Dagsworthy St	Mid-Block	South																		No		At a midblock driveway between Dagsworthy St and Bellevue St. Measurements not taken because curb ramps have no domes and are noncompliant.		
5/2/2018	SR 1 @ Dagsworthy St	Corner	South	63.00	60.00	0.5%	0.3%	0.1%	0.7%	0.8%	9.00	60.00	3.7%	0.7%	0.6%	2.8%						Yes		NW Corner	
5/2/2018	SR 1 @ Dagsworthy St	Corner	South	64.00	59.00	0.8%	0.4%	0.3%	1.2%	1.5%	10.00	52.00	4.9%	0.6%	0.9%	1.4%						Yes		SW Corner	
5/2/2018	SR 1 @ Dickinson St	Corner	West	108.00	48.00	0.5%	0.3%	0.6%	0.8%	1.4%	9.00	48.00	3.5%	2.3%	0.0%	0.6%						No		Ramp is located on the south side of Dickinson St, 30 feet west of the intersection of SR 1 and Dickinson St. Truncated warning domes are damaged.	
5/2/2018	SR 1 @ VanDyke St	Corner	South	144.00	47.00	1.5%	0.6%	0.3%	2.3%	2.6%	12.00	47.00	1.5%	0.6%								Yes		SW Corner	
5/2/2018	SR 1 @ Anchor Way	Corner	South	115.00	48.00	0.0%	1.7%	0.6%	0.2%	0.8%	12.00	48.00	2.1%	0.9%	0.2%	1.0%						Yes		NW Corner	
5/2/2018	SR 1 @ Anchor Way	Corner	South	132.00	48.00	0.9%	1.5%	0.6%	1.2%	1.8%	11.00	48.00	3.8%	0.9%	1.2%	0.5%						Yes		SW Corner	
	SR 1 @ West St	Corner	North																		No		NE Corner. No truncated warning domes.		
5/3/2018	SR 1 @ West St	Corner	North	64.00	60.00	0.9%	2.3%	2.6%	2.8%	5.4%	7.00	56.00	0.6%	2.8%	0.0%	1.8%						No		SE Corner. No truncated warning domes.	
5/3/2018	King Charles St @ Houston St	Corner	North	100.00	45.00	2.2%	2.0%	2.5%	1.3%	3.8%	11.00	48.00	4.9%	0.3%	0.0%	2.2%						Yes		SE Corner	
5/3/2018	SR 1 @ Swedes St	Corner	North	102.00	45.00	1.3%	0.1%	0.6%	1.0%	1.6%	9.00	51.00	3.4%	0.7%	1.4%	0.6%						Yes		NE Corner	
5/3/2018	SR 1 @ Swedes St	Corner	North	96.00	60.00	0.7%	2.4%	0.5%	1.7%	2.2%	7.00	48.00	3.5%	1.5%	1.1%	1.3%						No		SE Corner. Utility pole in the middle of the landing area of the curb ramp.	
5/3/2018	SR 1 @ Saulsbury St	Corner	North	128.00	65.00	1.0%	0.7%	1.1%	0.4%	1.5%	10.50	75.00	3.9%	2.3%	1.1%	0.8%						Yes		NE Corner	
5/3/2018	SR 1 @ Saulsbury St	Corner	North	192.00	60.00	0.4%	1.6%	0.8%	1.2%	2.0%	8.00	52.00	2.8%	0.1%	0.6%	1.0%						Yes		SE Corner	
5/3/2018	SR 1 @ New Orleans St	Corner	North	100.00	45.00	0.1%	1.5%	0.7%	4.2%	4.9%	11.00	51.00	1.1%	1.2%	0.4%	2.1%						Yes		NE Corner	
5/3/2018	SR 1 @ Bellevue St	Corner	North	82.00	80.00	0.2%	0.3%	0.1%	2.5%	2.6%	9.00	70.00	2.3%	0.8%	0.2%	1.2%						Yes		NE Corner	
5/3/2018	SR 1 @ Bellevue St	Corner	North	134.00	70.00	1.0%	1.9%	1.1%	2.5%	3.6%	10.00	61.00	2.7%	0.5%	1.1%	0.3%						Yes		SE Corner. Parking space adjacent to the curb ramp.	
5/3/2018	SR 1 @ Dagsworthy St	Corner	North	75.00	50.00	1.3%	1.6%	1.4%	0.8%	2.2%	9.00	66.00	4.9%	0.7%	1.1%	0.3%						Yes		NE Corner. Trash bin protrudes onto the curb ramp by 6".	
5/3/2018	SR 1 @ Dagsworthy St	Corner	North	165.00	60.00	0.7%	1.4%	0.1%	0.4%	0.5%	10.00	78.00	2.0%	0.7%	0.1%	0.8%						Yes		SE Corner	
5/4/2018	SR 1 @ Collins Ave	Corner	North	128.00	48.00	1.0%	1.7%	0.6%	0.5%	1.1%	9.00	40.00	3.7%	0.4%	0.4%	0.7%						Yes		NE Corner	

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Date	Intersection	Corner	Approach Ramp				Approach Ramp				Counter Slope				Landing				Road Profile		Drainage	Constraint	Pinch Point Width (in.)	Gap (in.)	Vertical Difference	Height (in.)	Compliant	Tech. Feasible	Comments			
			A	B	C	D	E	F	G	H	I	J	I+J	K	L	K	L	M	N													
			Feet	Inches	%	%	Feet	Inches	%	%	%	%	%	Inches	Inches	%	%	%	%													
5/1/2018	SR 1 @ Bayard Ave	N.W.	14.00	58.00	1.9%	2.2%	11.33	58.00	1.9%	4.0%	0.8%	0.9%	1.7%					0.1%	1.7%	0.6%	4.3%									Yes		
5/1/2018	SR 1 @ Bayard Ave	S.W.	7.83	74.00	2.4%	3.4%	8.00	62.00	1.0%	3.9%	2.6%	2.0%	4.6%					0.6%	2.0%	0.4%	0.4%									No	No truncated domes.	
5/1/2018	SR 1 @ St. Louis St	N.W.	8.08	62.00	1.0%	4.6%	20.00	65.00	1.2%	0.3%	1.8%	2.8%	4.6%					0.4%	1.7%	0.6%	0.2%									No	No truncated domes.	
5/1/2018	SR 1 @ Clayton St	N.W.	10.25	70.00	0.4%	3.4%	9.08	70.00	0.4%	3.1%	1.3%	2.0%	3.3%					1.4%	1.1%	0.1%	1.0%									Yes		
5/2/2018	SR 1 @ New Orleans St	N.W.	8.33	47.00	0.9%	3.8%	6.25	55.00	3.4%	8.0%	1.3%	1.1%	2.4%					0.5%	1.1%	0.1%	1.4%									No		
5/2/2018	SR 1 @ McKinley Ave	N.W.	12.50	53.00	0.3%	3.3%	7.50	55.00	0.4%	3.6%	0.5%	0.6%	1.1%					1.0%	0.3%	0.4%	0.5%									Yes		
5/2/2018	SR 1 @ McKinley Ave	S.W.	10.00	57.00	1.3%	2.9%	15.00	60.00	2.0%	1.4%	0.1%	1.2%	1.3%					1.3%	0.3%	0.2%	0.5%									Yes		
5/2/2018	SR 1 @ Read Ave	N.W.	8.83	59.00	1.5%	4.3%	9.75	56.00	0.4%	4.4%	0.5%	0.6%	1.1%					0.2%	1.0%	0.2%	0.4%									Yes		
5/2/2018	SR 1 @ Read Ave	S.W.	9.42	39.00	1.9%	3.6%	9.33	58.00	0.6%	4.6%	0.8%	2.2%	3.0%					0.3%	1.3%	0.1%	0.3%									Yes		
5/2/2018	SR 1 @ Rodney Ave	N.W.	7.25	55.00	0.3%	4.6%	7.67	51.00	0.1%	2.6%	0.2%	0.1%	0.3%					1.4%	0.8%	0.1%	0.8%									Yes		
5/2/2018	SR 1 @ Rodney Ave	S.W.	12.25	57.00	1.0%	3.3%	10.00	55.00	0.6%	4.8%	0.4%	1.8%	2.2%					0.2%	1.0%	0.4%	1.0%									Yes		
5/2/2018	SR 1 @ Dickinson St	N.W.	7.00	53.00	0.4%	3.5%	11.58	54.00	0.1%	2.8%	0.1%	0.8%	0.9%					0.9%	0.2%	0.8%	0.5%									Yes	Curb ramp at the intersection of Dickinson St and SR 1.	
5/2/2018	SR 1 @ Dickinson St	N.W.	9.33	48.00	1.9%	4.5%	6.67	59.00	2.6%	4.4%	1.8%	0.3%	2.1%					0.4%	1.9%	0.1%										Yes	Curb ramp is on the north side of Dickinson St, 30 feet west of the intersection of Dickinson St and SR 1.	
5/2/2018	SR 1 @ Dickinson St	S.W.	17.50	48.00	0.1%	3.4%	7.42	56.00	0.1%	4.6%	0.1%	1.2%	1.3%					0.6%	0.8%	1.2%	0.4%									Yes		
5/2/2018	SR 1 @ Van Dyke Ave	N.W.	10.33	55.00	0.1%	3.0%	9.58	57.00	0.7%	3.4%	0.4%	0.7%	1.1%					1.2%	0.8%	0.1%	1.7%									Yes		
5/2/2018	SR 1 @ Collins Ave	N.W.	12.50	43.00	0.1%	2.7%	8.25	51.00	0.7%	4.2%	0.3%	0.8%	1.1%					0.1%	0.8%	1.5%	0.8%									Yes		
5/2/2018	SR 1 @ Collins Ave	S.W.	10.17	68.00	0.6%	2.7%	11.00	55.00	0.1%	3.0%	0.7%	1.8%	2.5%					1.5%	0.1%	0.9%	0.6%									Yes		
5/3/2018	SR 1 @ St. Louis St	N.E.																												No	No truncated domes.	
5/3/2018	SR 1 @ St. Louis St	S.E.	9.33	71.00	0.6%	3.6%	8.00	71.00	3.1%	2.8%	2.2%	2.4%	4.6%					1.7%	0.6%	0.1%	0.8%									No	No truncated domes.	
5/3/2018	SR 1 @ SR 1A	N.E.	9.75	70.00	0.6%	3.1%	8.33	71.00	1.4%	6.1%	0.9%	2.2%	3.1%					0.3%	0.9%	0.4%	1.5%									Yes		
5/3/2018	SR 1 @ New Orleans St	S.E.	7.50	52.00	0.6%	4.3%	10.42	53.00	0.6%	0.4%	0.3%	0.4%	0.7%					1.0%	0.2%	0.2%	1.1%									Yes		
5/3/2018	SR 1 @ McKinley Ave	N.E.	7.92	56.00	1.1%	2.0%	11.25	55.00	0.6%	3.8%	0.1%	0.5%	0.6%					1.2%	1.6%	0.9%	1.0%									Yes		
5/3/2018	SR 1 @ McKinley Ave	S.E.	9.17	57.00	0.2%	5.1%	8.00	67.00	3.0%	0.4%	0.1%	1.5%	1.6%					1.3%	0.9%	0.9%	1.0%									Yes		
5/3/2018	SR 1 @ Read Ave	N.E.	9.17	45.00	0.3%	2.5%	8.33	59.00	1.4%	4.4%	0.4%	0.4%	0.8%					0.8%	0.6%	0.6%	0.8%									Yes		
5/4/2018	SR 1 @ Read Ave	S.E.	8.83	50.00	1.4%	4.2%	7.92	51.00	0.8%	3.1%	0.4%	0.1%	0.5%					0.4%	0.6%	0.2%	0.9%									Yes		
5/4/2018	SR 1 @ Rodney Ave	N.E.	4.75	48.00	0.3%	3.6%	10.67	57.00	1.0%	4.4%	0.2%	0.8%	1.0%					1.9%	1.4%	0.2%	1.7%									Yes		
5/4/2018	SR 1 @ Rodney Ave	S.E.	10.83	55.00	0.1%	4.7%	9.00	48.00	0.8%	2.9%	0.3%	0.4%	0.7%					1.3%	1.5%	0.3%	0.7%									Yes		
5/4/2018	SR 1 @ Dickinson St	N.E.	10.50	51.00	0.2%	2.2%	10.17	55.00	0.1%	4.7%	0.2%	0.5%	0.7%					1.1%	0.3%	0.4%	1.7%									Yes		
5/4/2018	SR 1 @ Dickinson St	S.E.	7.50	57.00	0.1%	4.3%	9.50	58.00	0.4%	4.4%	0.3%	1.1%	1.4%					0.4%	1.5%	0.2%	0.7%									Yes		
5/4/2018	SR 1 @ Van Dyke Ave	N.E.	10.00	51.00	0.5%	3.1%	7.75	48.00	0.2%	2.4%	0.6%	0.3%	0.9%					0.2%	0.3%	0.8%	0.5%									Yes		
5/4/2018	SR 1 @ Van Dyke Ave	S.E.	10.00	45.00	0.9%	3.8%	9.33	43.00	0.2%	2.2%	0.6%	0.2%	0.8%					1.2%	0.8%	0.1%	0.1%									Yes		

The Sum of D and E should never be > 13%

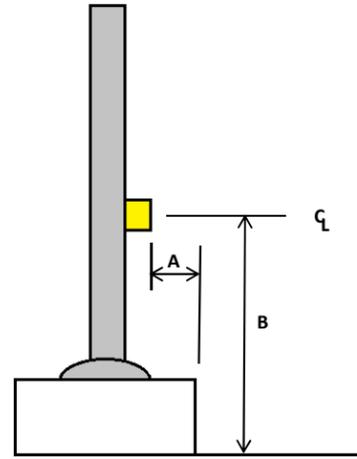


The Sum of I and J should never be > 13%

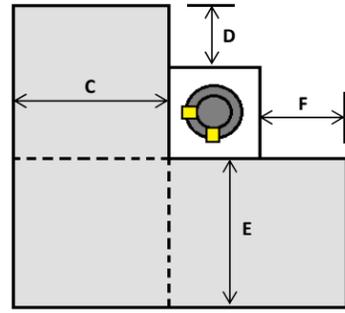
Curb Ramp, Type 5 (Retrofit & New)

Date	Street & Block	Loc.	Dir.	Ramp A		Counter Slope			Ramp B			Counter Slope			Landing		Road Grades		Constraint	Pinch Point Width (In.)	Gap (In.)	Vertical Difference	Height (In.)	Compliant	Tech. Feasible	Comments			
				A	B	C	D	E	D+E	F	G	H	I	J	I+J	K	K	L									L	M	N
				Inches	%	%	%	%	%	Inches	%	%	%	%	%	Inches	%	Inches									%	%	%
5/1/2018	SR 1 @ Bayard Ave	Mid-Block	North	115.00	0.2%	1.6%	1.7%	3.2%	4.9%	117.00	0.6%		2.3%	4.9%	7.2%		2.8%		0.4%	1.2%	0.0%					No		Curb ramp in median.	
5/1/2018	SR 1 @ St. Louis St	Mid-Block	North	98.00	0.1%	3.9%			0.0%	70.00					0.1%													Curb ramp in median.	
5/1/2018	SR 1 @ Houston St	Mid-Block	North	96.00	1.9%	0.1%	0.5%	3.9%	4.4%	96.00	1.2%	0.3%	1.2%	4.7%	5.9%		0.3%		0.9%	0.2%	0.7%					Yes		Curb ramp in median.	
5/1/2018	SR 1 @ Clayton St	Mid-Block	North	120.00	0.1%	1.3%	0.4%	1.1%	1.5%	120.00	0.6%	0.8%	0.7%	1.6%	2.3%		1.4%		0.0%	0.4%	0.8%					No		Curb ramp in median. No truncated domes on the northbound side of the ramp.	
5/1/2018	SR 1 @ New Orleans St	Mid-Block	North	84.00	0.5%	0.2%	0.5%	0.9%	1.4%	84.00	0.5%	0.2%	0.8%	0.1%	0.9%		0.5%		0.2%							Yes		Curb ramp in median.	
5/2/2018	SR 1 @ Dagsworthy St	Mid-Block	North	82.00	0.7%	2.2%	2.4%	1.3%	3.7%	82.00	0.7%	2.2%	1.7%	2.4%	4.1%		0.7%		2.2%							Yes		Curb ramp in median.	
5/2/2018	SR 1 @ McKinley St	Mid-Block	North	83.00	0.1%	0.8%	0.3%	0.2%	0.5%	83.00	0.1%	0.8%	1.4%	1.4%	2.8%		0.1%		0.8%	1.2%	0.2%					Yes		Curb ramp in median.	
5/2/2018	SR 1 @ Rodney Ave	Mid-Block	North	84.00	0.2%	2.4%	1.2%	1.4%	2.6%	84.00	0.2%	2.4%	1.7%	0.3%	2.0%		0.2%		2.4%							Yes		Curb ramp in median.	
5/2/2018	SR 1 @ VanDyke St	Mid-Block	North	84.00	0.3%	2.7%	1.5%	0.4%	1.9%	84.00	0.3%	2.7%	1.6%	0.8%	2.4%		0.3%		2.7%							Yes		Curb ramp in median.	
5/2/2018	SR 1 @ SR 1A	Mid-Block	North	105.00	0.8%	1.3%	4.5%	0.6%	5.1%	105.00	1.4%	3.2%	3.0%	3.8%	6.8%		0.9%		0.1%	0.1%	0.8%					Yes		Curb ramp in median.	

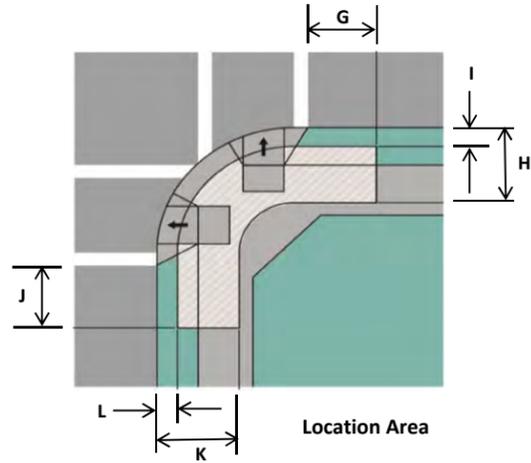
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Reach & Height



Landing Area



Location Area

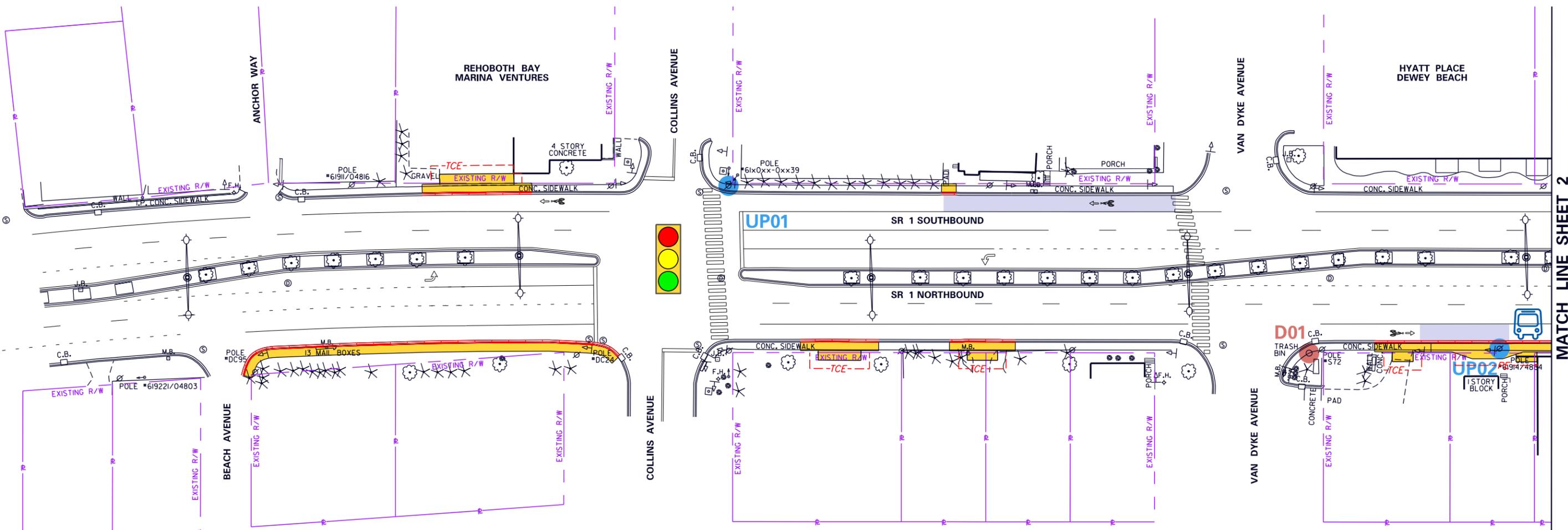
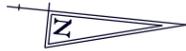
Date	Street/Corner & Block	Loc.	Dir.	Button(s)	No. of Buttons	Aligned with Direction of Travel	Reach & Height				Landing Area						Location Area						Comments
							East-West		North-South		East-West		North-South		East-West		North-South		East-West		North-South		
							A	B	A	B	C	C %	D	E	E %	F	G	H	I	J	K	L	
Inches	Inches	Inches	Inches	Inches	%	Inches	Inches	%	Inches	Feet	Feet	Feet	Feet	Feet	Feet	Feet							
5/2/2018	SR 1 @ Collins St	Corner	South	Yes	1	No															NW Corner. Push button is on utility pole		
5/2/2018	SR 1 @ Collins St	Corner	North	Yes	1	No															NE Corner. Button is on signal pole 20 feet east of sidewalk.		
5/2/2018	SR 1 @ Dickinson St	Corner	North	Yes	2	Yes	7.00	42.00	7.00	42.00											SE Corner		
5/2/2018	SR 1 @ Dickinson St	Corner	North	Yes	2	Yes	7.00	42.00	7.00	42.00											NE Corner		
5/2/2018	SR 1 @ Dickinson St	Corner	South	Yes	2	Yes	6.00	42.00	6.00	42.00											SW Corner		
5/2/2018	SR 1 @ Dickinson St	Corner	South	Yes	2	Yes	6.00	42.00	6.00	42.00											NW Corner		
5/2/2018	SR 1 @ Read Ave	Corner	South	Yes	1	Yes	6.00	46.00													NW Corner		
5/2/2018	SR 1 @ Read Ave	Corner	North	Yes	1	Yes	37.00	51.00													NE Corner. Push button is on signal mast arm.		
5/2/2018	SR 1 @ Bellevue St	Corner	North	Yes	1	Yes	N/A	N/A													NE Corner. Push button is on utility pole.		
5/2/2018	SR 1 @ Bellevue St	Corner	South	Yes	1	No	8.00	49.00													NW Corner		
5/2/2018	SR 1 @ Salsbury St	Corner	South	Yes	1	Yes	6.00	42.00													SW Corner		
5/2/2018	SR 1 @ Saulsbury St	Corner	North	Yes	1	No	6.00	47.00													SE Corner		
5/2/2018	SR 1 @ SR 1A	Mid-Block	South	Yes	1	Yes	16.00	42.00															
5/2/2018	SR 1 @ SR 1A	Corner	North	Yes	1	Yes	10.00	37.00													NW Corner		
5/2/2018	SR 1 @ SR 1A	Corner	North	Yes	1	Yes			15.00	44.00											NW Corner		
5/2/2018	SR 1 @ SR 1A	Mid-Block	North	Yes	1	Yes			12.00	41.00											Triangle Island		
5/2/2018	SR 1 @ Bayard Ave	Corner	South	Yes	1	Yes			21.00	36.00											NW Corner		
5/2/2018	SR 1 @ Bayard Ave	Mid-Block	South	Yes	2	Yes	6.00	36.00	6.00	36.00											Triangle island		
5/2/2018	SR 1 @ Bayard Ave	Mid-Block	North	Yes	1	No	12.00	37.00													SE Corner		

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 F.A.P. No. 0 ADA Coordinator 0 Project Supervisor Thomas Nickel

**Appendix B:
ADA Assessment Plans**

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP



MATCH LINE SHEET 2

NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

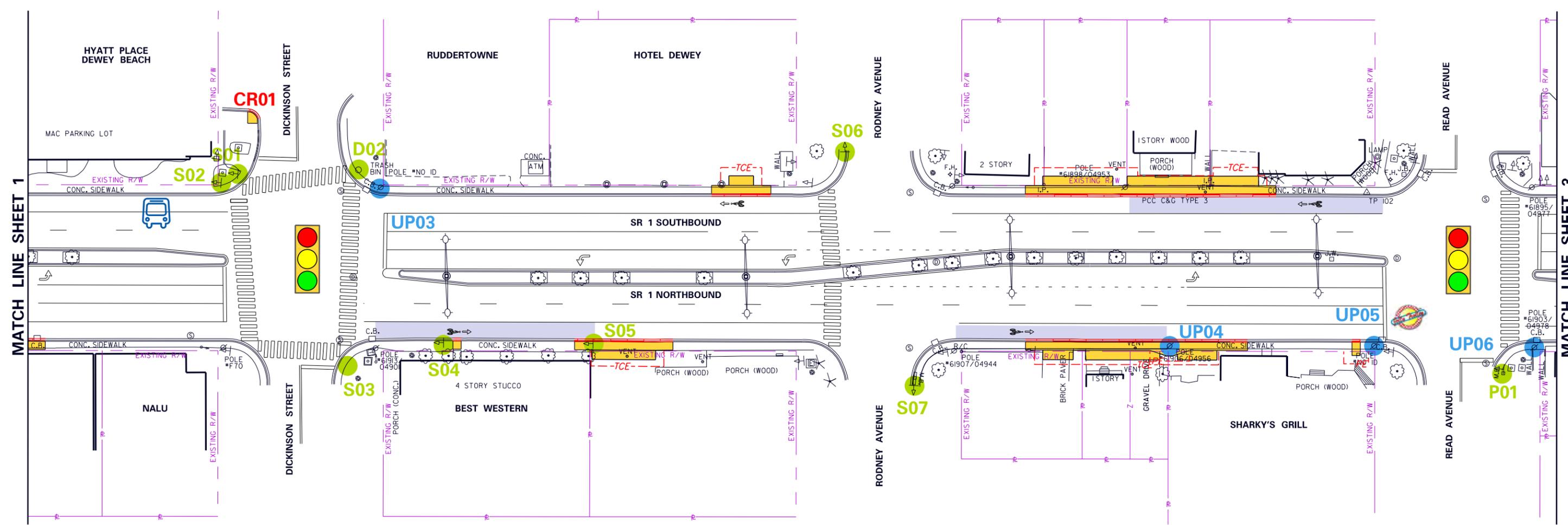
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NO. 102114-001\CA003_A11_cp01.dwg.dgn
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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE FEET	TOWN OF DEWEY BEACH SR 1, ANCHOR WAY TO BAYARD AVENUE	CONTRACT	BRIDGE NO.	ADA ASSESSMENT PLAN	SHEET NO.	
					COUNTY		DESIGNED BY: SJB	1
					SUSSEX		CHECKED BY: DAD	TOTAL SHTS. 12

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP



NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

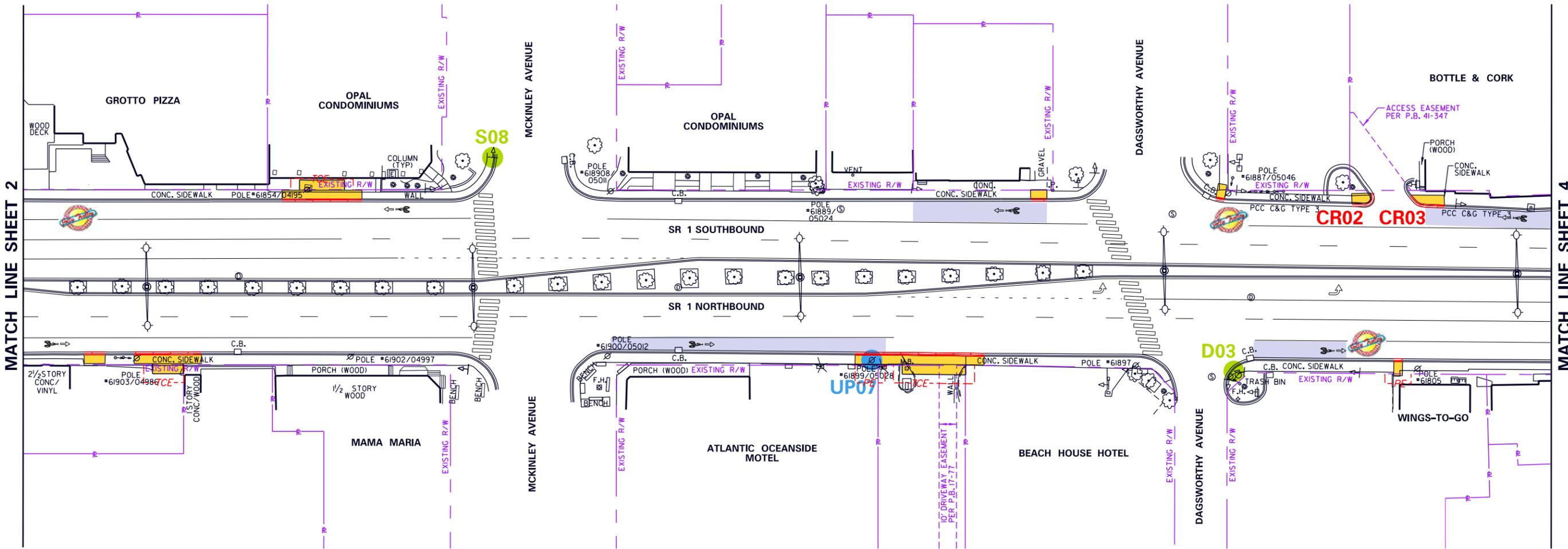
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			COUNTY	DESIGNED BY: SJB	TOTAL SHTS.		
			SUSSEX	CHECKED BY: DAD	12		

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TCE-- TEMPORARY CONSTRUCTION EASEMENT
- PE-- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP



MATCH LINE SHEET 2

MATCH LINE SHEET 4

NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

Alternative #1

NO. 102114-00\CA000_Alt1_cpo3.dwg
10/10/2018 9:53:50 AM

DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS



TOWN OF DEWEY BEACH
SR 1, ANCHOR WAY
TO BAYARD AVENUE

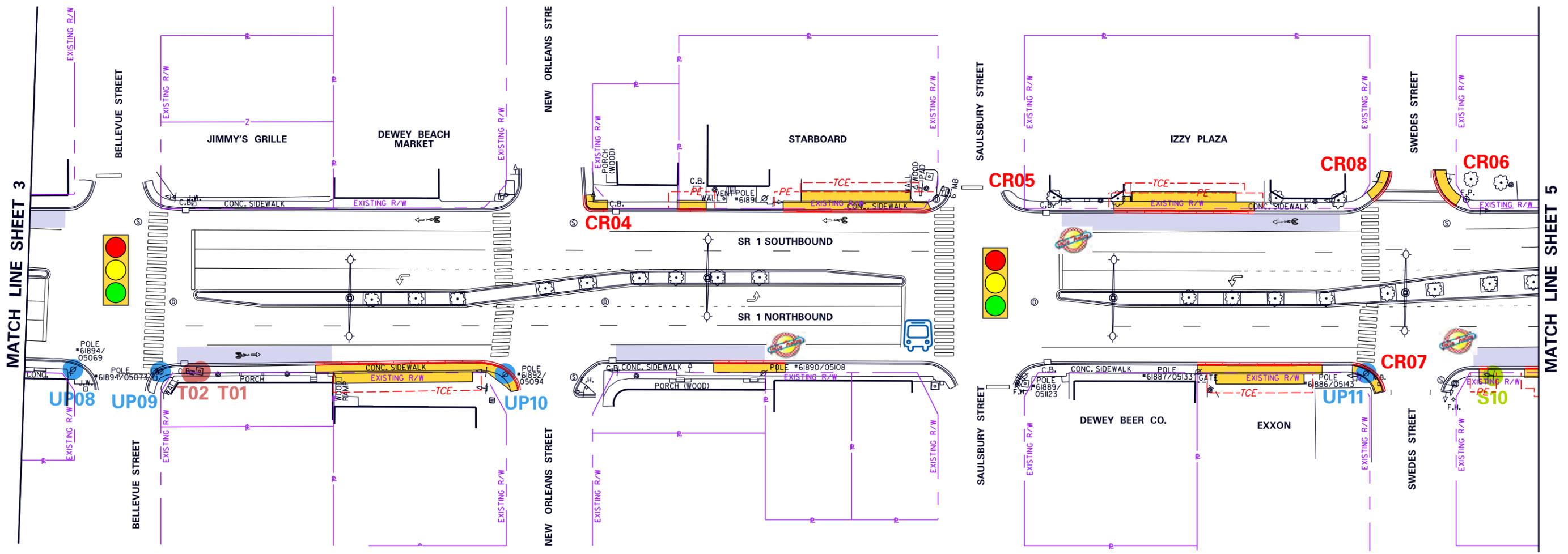
CONTRACT	BRIDGE NO.	
COUNTY	DESIGNED BY: SJB	
SUSSEX	CHECKED BY: DAD	

ADA ASSESSMENT PLAN

SHEET NO.	3
TOTAL SHTS.	12

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP



NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

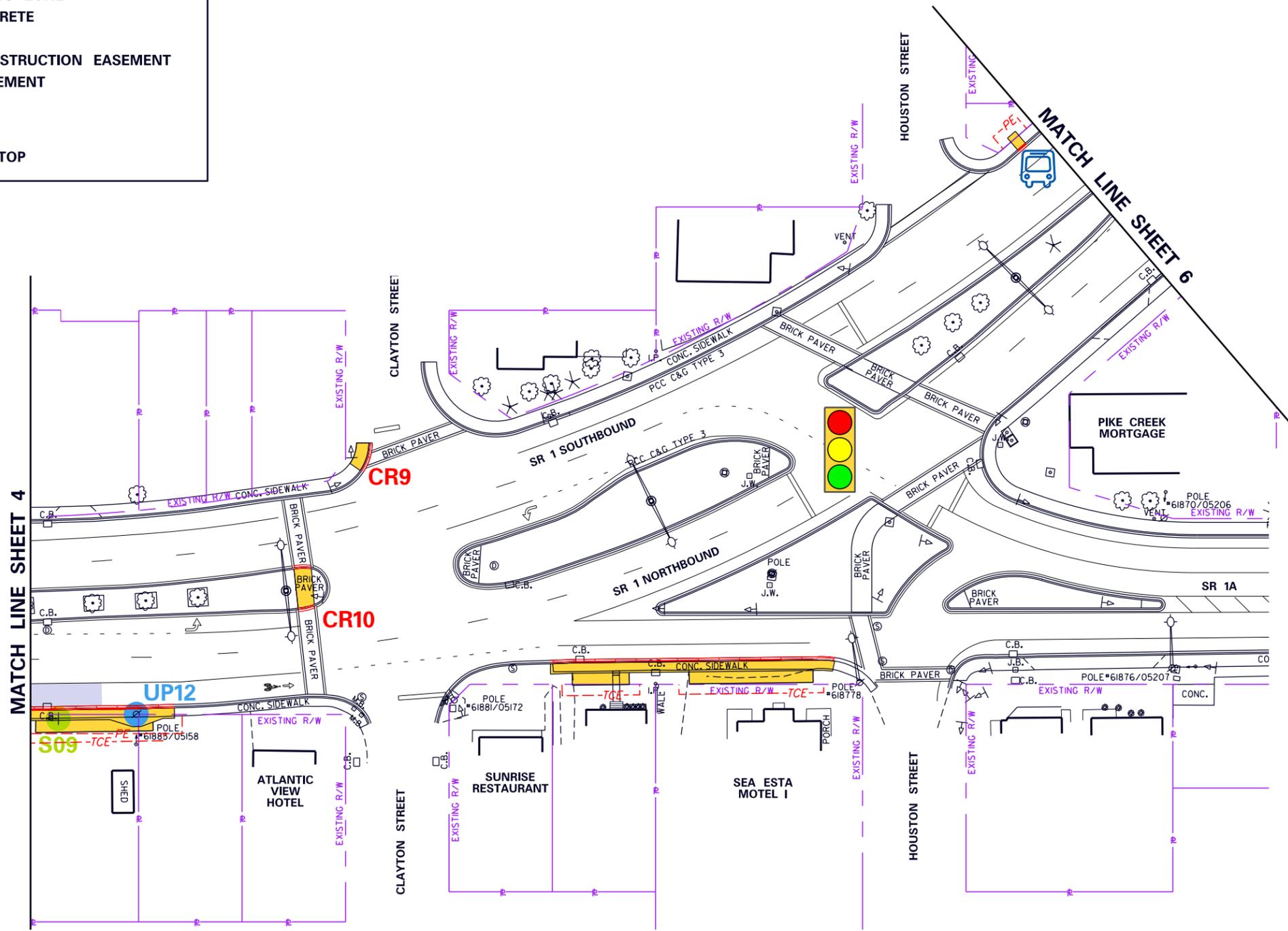
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No. 102114-001\CA001_Alt_1_cp04.dwg 12/2018 9:53:51 AM

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			COUNTY	DESIGNED BY: SJB		SUSSEX		CHECKED BY: DAD	TOTAL SHTS.
				4		12			

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP



NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

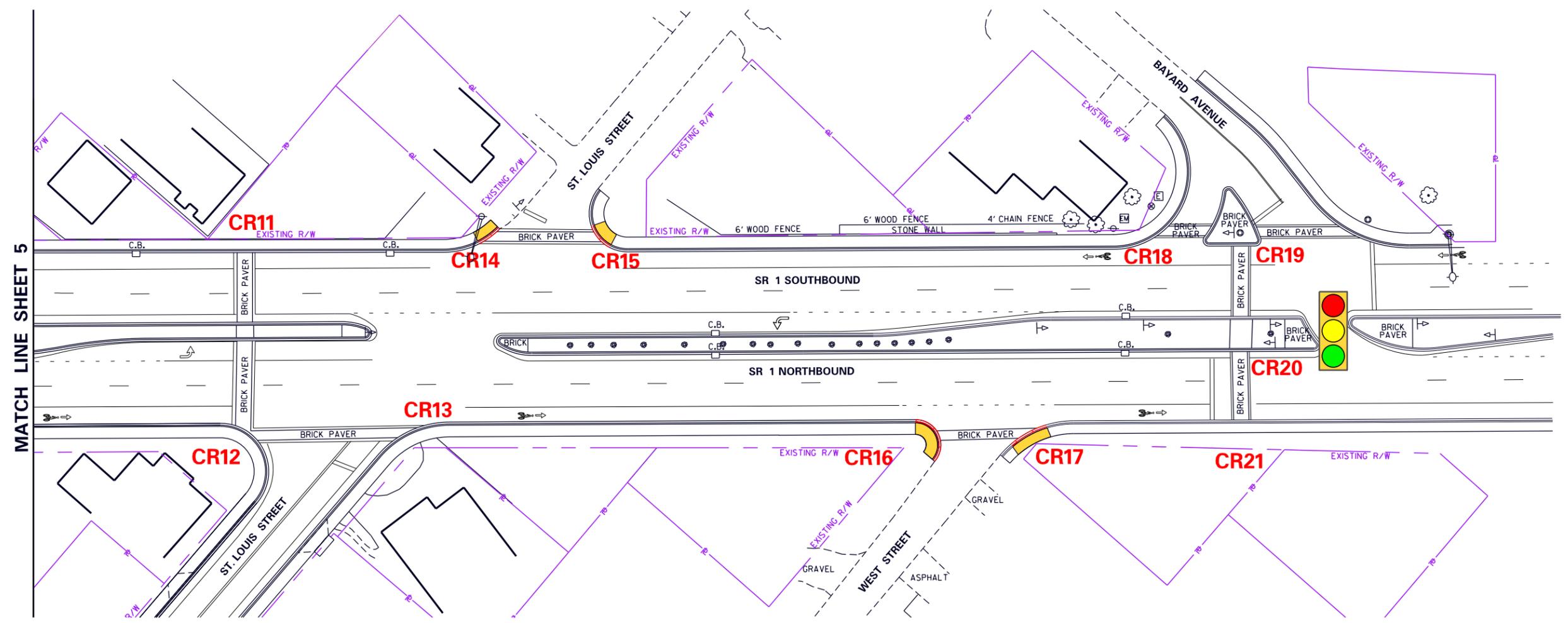
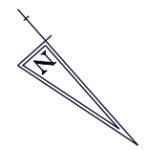
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					COUNTY		DESIGNED BY: SJB	5
					SUSSEX		CHECKED BY: DAD	TOTAL SHTS.
							12	

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TCE-- TEMPORARY CONSTRUCTION EASEMENT
- PE-- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLY STOP



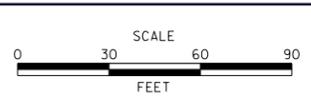
MATCH LINE SHEET 5

NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

Alternative #1

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ADDENDUMS / REVISIONS

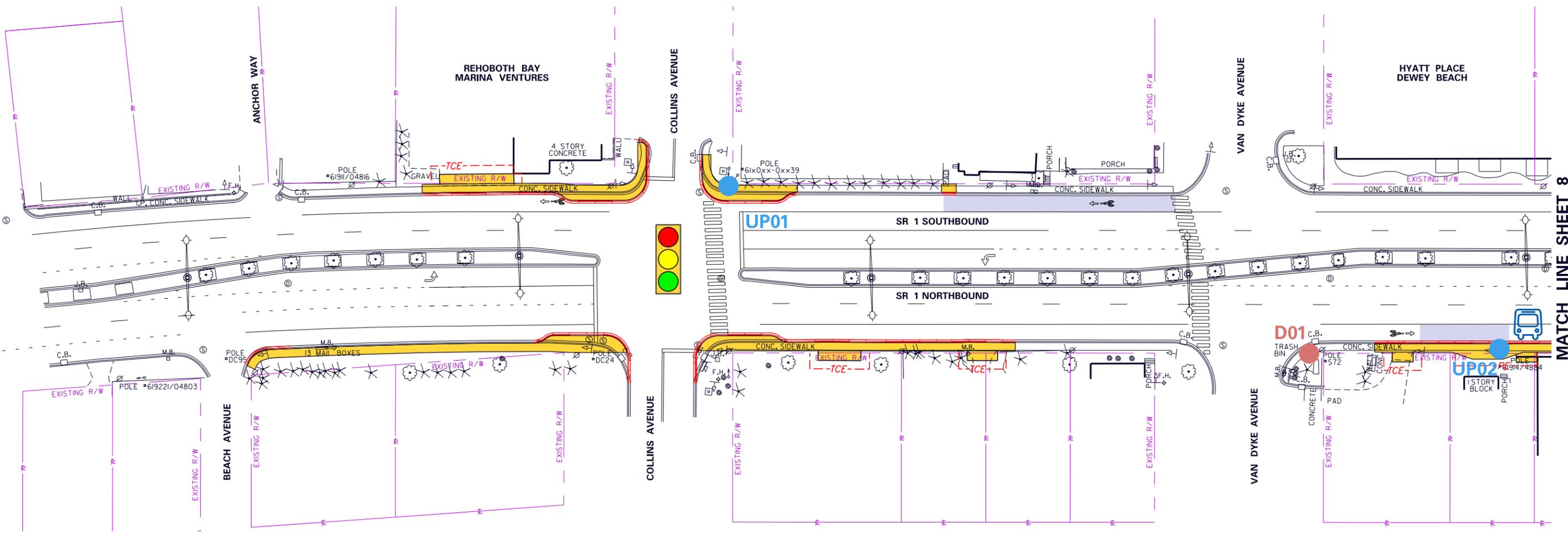
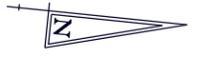


CONTRACT	BRIDGE NO.	
COUNTY	DESIGNED BY: SJB	
SUSSEX	CHECKED BY: DAD	

SHEET NO.	6
TOTAL SHTS.	12

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP



MATCH LINE SHEET 8

NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

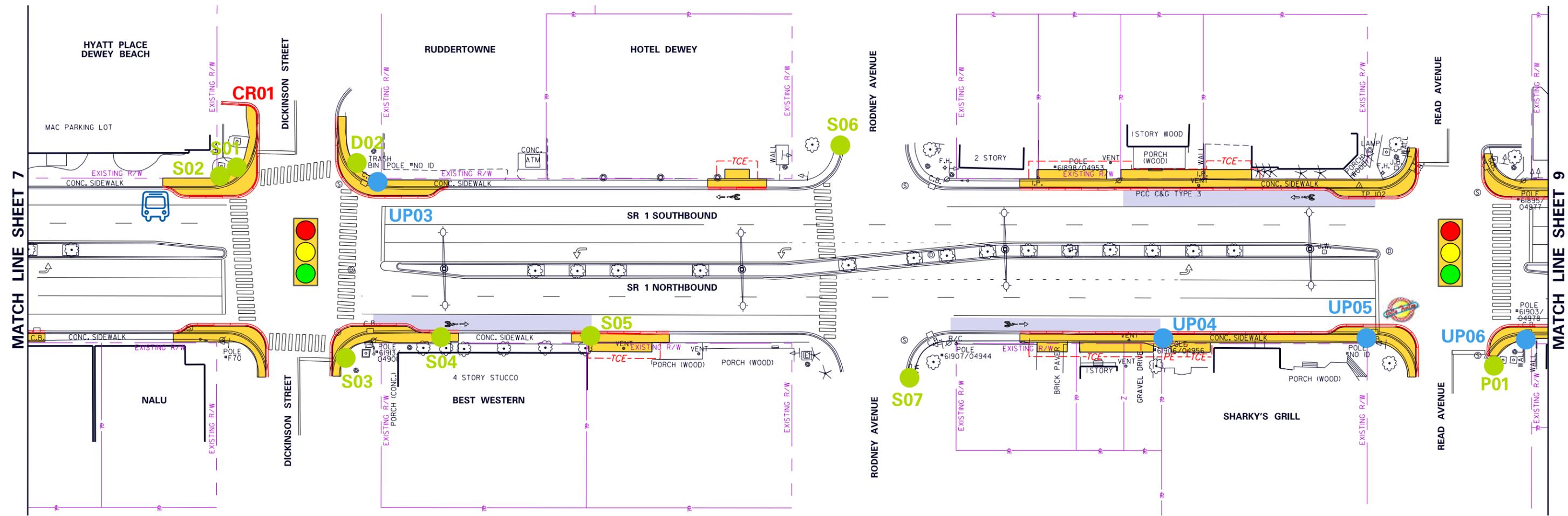
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					COUNTY		DESIGNED BY: SJB	7
					SUSSEX		CHECKED BY: DAD	TOTAL SHTS. 12

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TCE- TEMPORARY CONSTRUCTION EASEMENT
- PE- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLY STOP



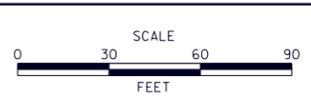
NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

Alternative #2

No. 102114-00\CA000\AL_2-ep02.dwg
10/10/2018 9:53:45 AM



ADDENDUMS / REVISIONS	



TOWN OF DEWEY BEACH
SR 1, ANCHOR WAY
TO BAYARD AVENUE

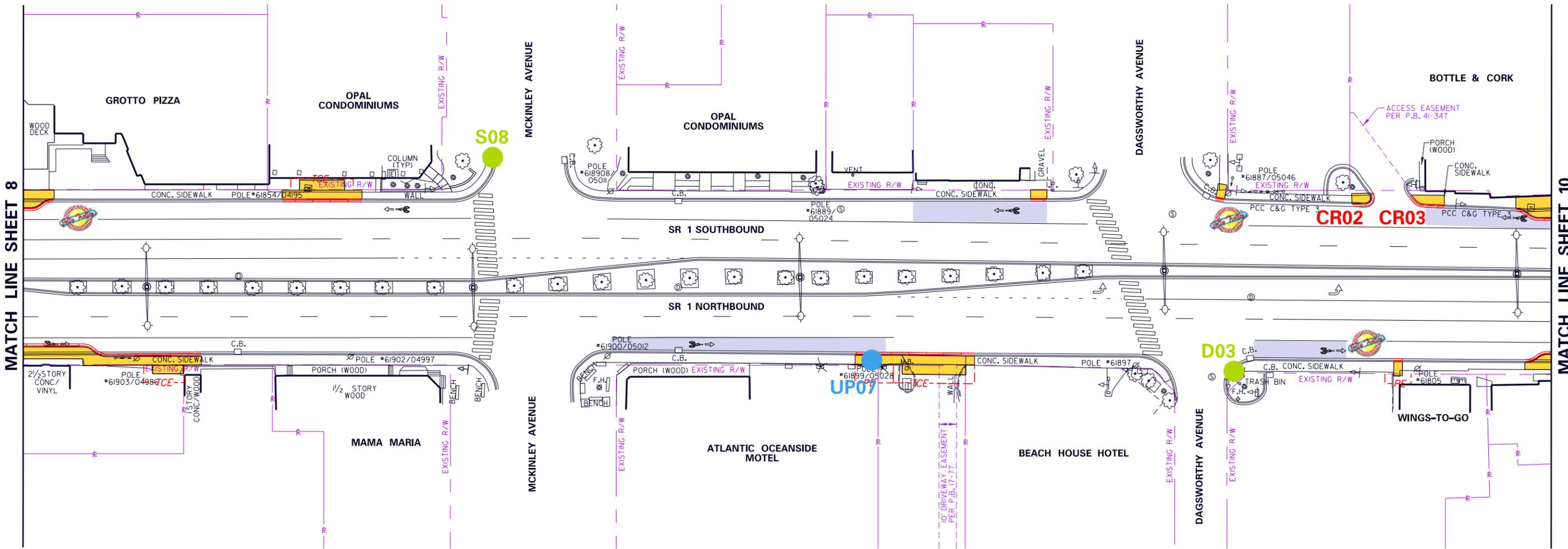
CONTRACT	BRIDGE NO.
COUNTY	DESIGNED BY: SJB
SUSSEX	CHECKED BY: DAD

ADA ASSESSMENT PLAN

SHEET NO.	8
TOTAL SHTS.	12

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP



MATCH LINE SHEET 8

MATCH LINE SHEET 10

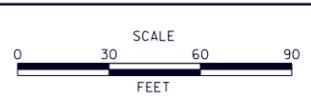
NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

Alternative #2

No. 12714-30\CA001\AI_2_cp03.dwg
10/10/2018 9:53:16 AM

DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS



TOWN OF DEWEY BEACH
SR 1, ANCHOR WAY
TO BAYARD AVENUE

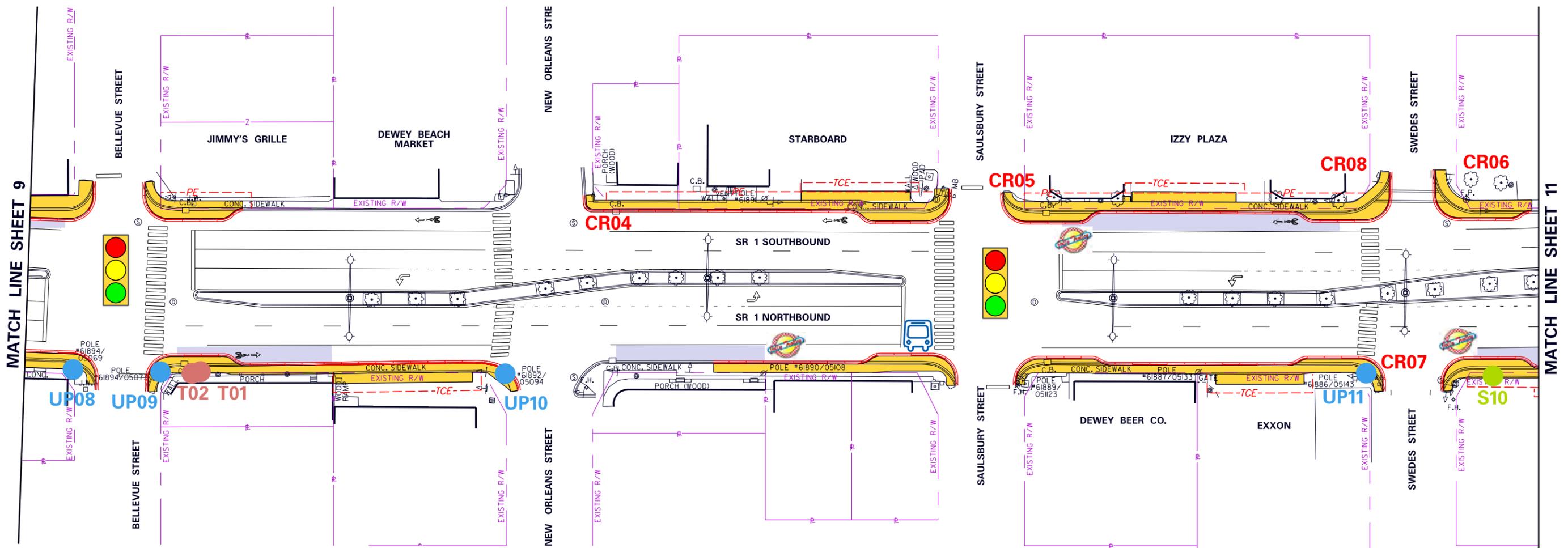
CONTRACT	BRIDGE NO.	
COUNTY	DESIGNED BY: SJB	
SUSSEX	CHECKED BY: DAD	

ADA ASSESSMENT PLAN

SHEET NO.	9
TOTAL SHTS.	12

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLY STOP



NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

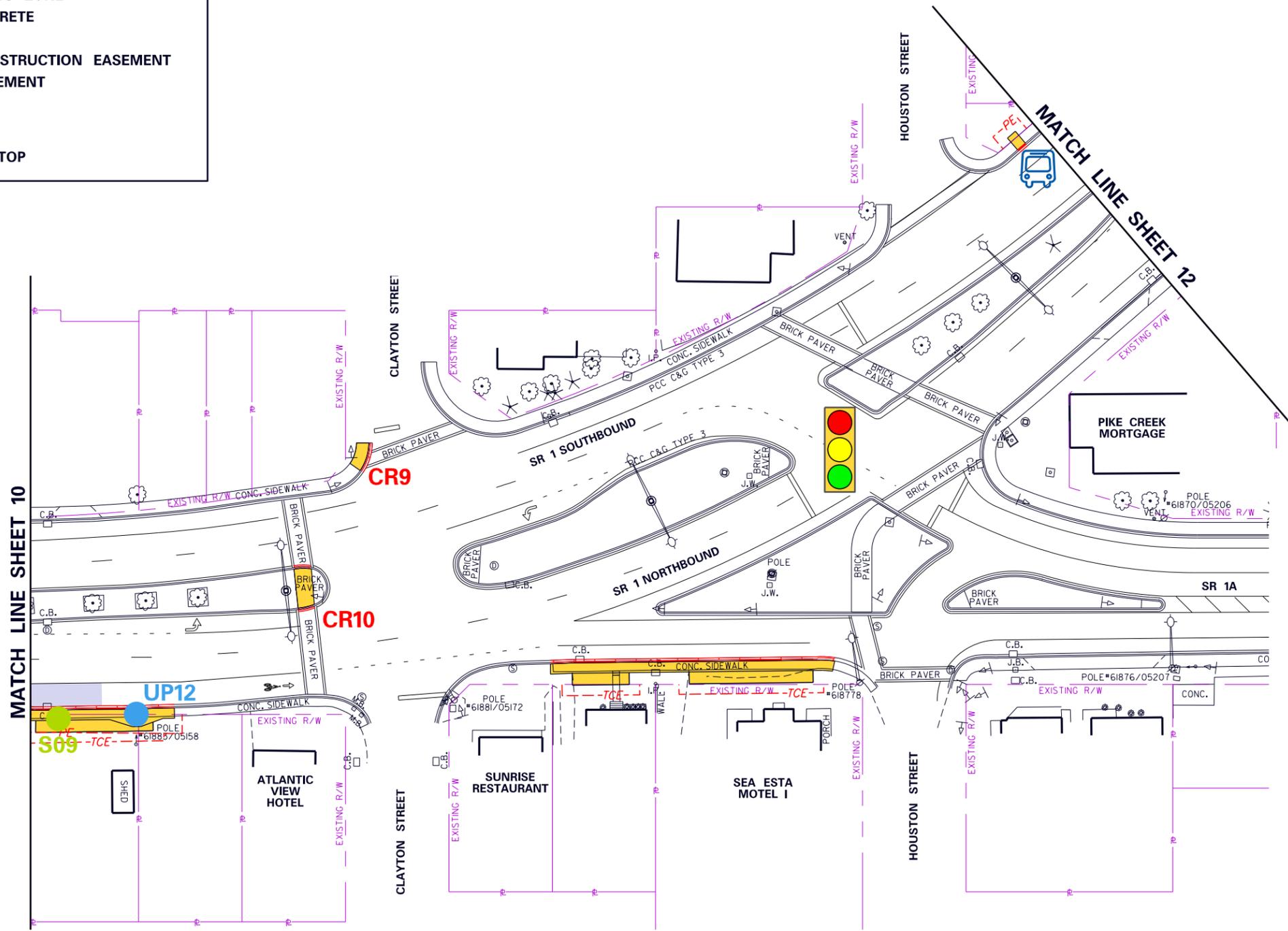
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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	TOWN OF DEWEY BEACH SR 1, ANCHOR WAY TO BAYARD AVENUE		CONTRACT	BRIDGE NO.	ADA ASSESSMENT PLAN	SHEET NO.
				COUNTY	DESIGNED BY: SJB			TOTAL SHTS.
				SUSSEX	CHECKED BY: DAD			12

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP

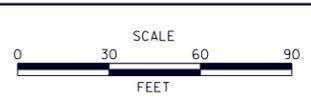


NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

Alternative #2

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ADDENDUMS / REVISIONS	

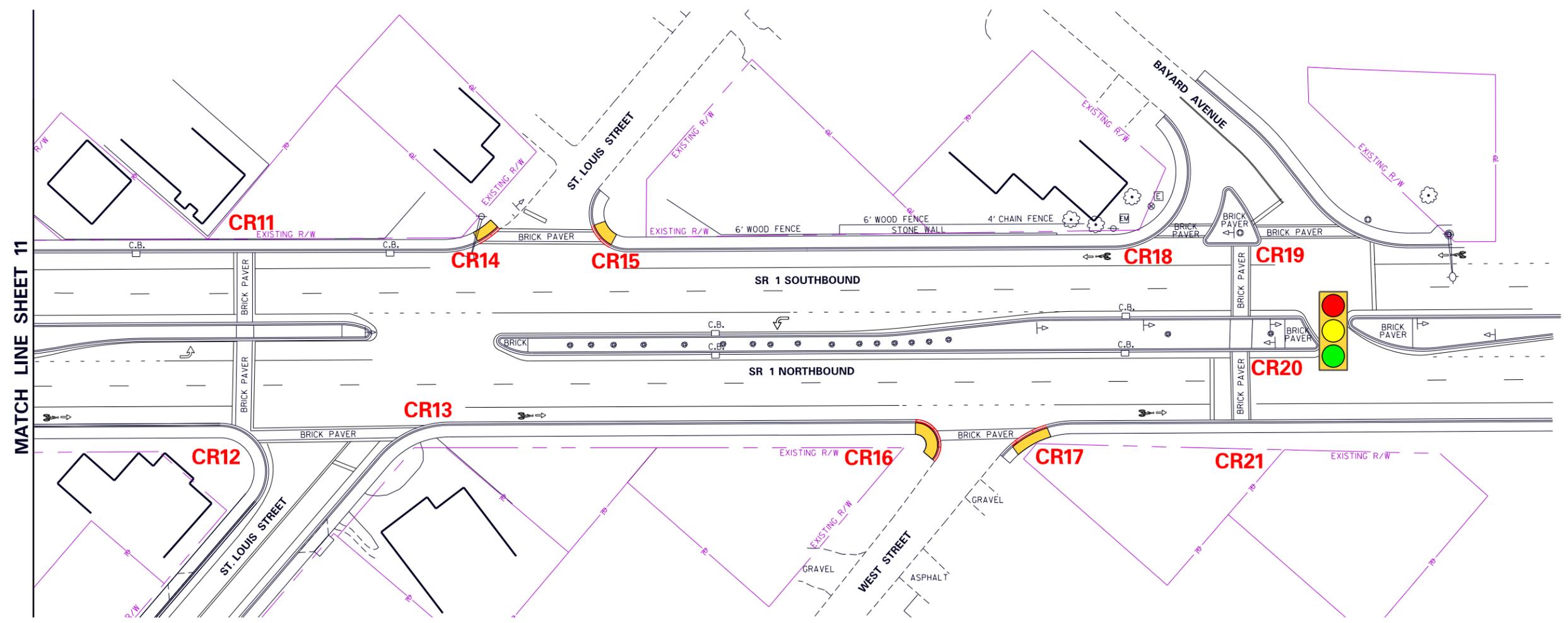
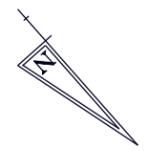


CONTRACT	BRIDGE NO.	
COUNTY	DESIGNED BY: SJB	
SUSSEX	CHECKED BY: DAD	

SHEET NO.	11
TOTAL SHTS.	12

LEGEND

- PINCH POINT, UTILITY POLE
- PINCH POINT, OTHER
- PROTRUDING OBJECT
- EXISTING LOADING ZONE
- PROPOSED CONCRETE
- PROPOSED CURB
- TCE-- TEMPORARY CONSTRUCTION EASEMENT
- PE-- PERMANENT EASEMENT
- DART BUS STOP
- JOLLY TROLLEY STOP



MATCH LINE SHEET 11

NOTE: SEE REPORT APPENDIX A FOR DETAILS ON EACH DEFICIENT FEATURE.

Alternative #2

NO. 102114-001\CA000_Alt_2_cp06.dwg.dgn
10/10/2018 9:53:59 AM

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE FEET	TOWN OF DEWEY BEACH SR 1, ANCHOR WAY TO BAYARD AVENUE		CONTRACT	BRIDGE NO.	ADA ASSESSMENT PLAN	SHEET NO.
				SUSSEX	DESIGNED BY: SJB	TOTAL SHTS.		
				CHECKED BY: DAD	12			