

KING COMMERCIAL DEVELOPMENT

RECORD PLAN/SITE PLAN TOWN OF CAMDEN KENT COUNTY, DELAWARE

DBF PROJECT NO. 1898A002.D01

MAY 2016

GENERAL NOTES:

- HORIZONTAL AND VERTICAL CONTROL SURVEY BY DAVIS, BOWEN & FRIEDEL, INC. OF SALISBURY MARYLAND. VERTICAL/HORIZONTAL DATUM - N.A.V.D. 88 / NAD 83 RESPECTIVELY.
- EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS, INCLUDING TELEPHONE, ELECTRIC, CABLE TV, GAS, TRAFFIC, SIGNAL, WATER, SEWER, FORCE MAINS AND STORM DRAINAGE ARE BASED UPON THE BEST AVAILABLE INFORMATION AND ARE SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. NO GUARANTEE IS MADE OR IMPLIED REGARDING THE ACCURACY OR COMPLETENESS THEREOF. CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF THE LOCATION, DEPTH, SIZE AND MATERIAL OF ALL UNDERGROUND UTILITIES TO HIS OWN SATISFACTION BEFORE BEGINNING ANY EXCAVATION OR PIPE LAYING. THE COUNTY, OWNER AND ENGINEER DISCLAIM ANY RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF SAID INFORMATION. IF THE CONTRACTOR RELIES ON SAID INFORMATION, HE DOES SO AT HIS OWN RISK. THE GIVING OF THE INFORMATION ON THE PLANS WILL NOT RELIEVE THE CONTRACTOR OF HIS OBLIGATIONS TO SUPPORT AND PROTECT ALL SHOWN OR NOT SHOWN EXISTING UTILITIES AND APPURTENANCES. SHOULD ANY EXISTING UTILITIES BE DAMAGED BY THE CONTRACTOR, THEN THE CONTRACTOR SHALL REPAIR THE DAMAGE CAUSED TO THE COUNTY'S SATISFACTION, AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATION AND TEST PIT EXISTING UTILITIES AS REQUIRED.
- CONTRACTOR SHALL NOTIFY "MISS UTILITY" (1-800-282-8555 IN DE) & (1-800-441-8355 OUTSIDE OF DE) AT LEAST 5 CONSECUTIVE WORKING DAYS PRIOR TO EXCAVATION TO HAVE EXISTING UNDERGROUND UTILITIES LOCATED AND MARKED.
- ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- USE ONLY SUITABLE AND APPROVED GRANULAR MATERIAL FOR BACK FILLING TRENCHES.
- CONTRACTOR SHALL COMPLY WITH DELAWARE DIVISION OF HIGHWAYS PERMITS, POLICIES, SPECIFICATIONS AND STANDARDS AND COORDINATE ACTIVITIES WITH DEL.D.O.T. TRAFFIC SECTION PRIOR TO COMMENCEMENT OF ACTIVITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF TRAFFIC IN ALL WORK AREAS IN ACCORDANCE WITH DEL.D.O.T. REQUIREMENTS. ANY PAVEMENT MARKINGS OR PAINTED LINES DISTURBED OR REMOVED DURING CONSTRUCTION SHALL BE REPLACED IN KIND AFTER COMPLETION OF PAVEMENT RESTORATION.
- CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL RIGHT-OF-WAY LINES AND PROPERTY LINES TO HIS OWN SATISFACTION. ALL PROPOSED UTILITIES ARE TO BE CONSTRUCTED WITHIN THE STREET RIGHT-OF-WAY OR EASEMENT AREAS PROVIDED. ANY DISTURBED AREAS BEYOND THE RIGHT-OF-WAY OR EASEMENT LINES SHALL BE RESTORED IMMEDIATELY TO THEIR ORIGINAL CONDITION. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE COST OF ITEMS BID.
- CONTRACTOR SHALL PROVIDE STAKEOUT SURVEY NECESSARY FOR ROADWAY CONSTRUCTION, THE INSTALLATION OF UTILITY WORK AND APPURTENANCES, AND DETERMINATION OF RIGHT-OF-WAY.
- CONTRACTOR SHALL EXERCISE CAUTION AND TAKE MEASURES NECESSARY TO PROTECT TREES DURING CONSTRUCTION ACTIVITIES. DAMAGED TREES TO BE REPLACED, IN KIND, AT THE CONTRACTOR'S EXPENSE.
- ALL ROADWAYS ARE TO BE SWEEPED FREE OF SEDIMENT ON A DAILY BASIS.
- THE CONTRACTOR SHALL REMOVE AND IMMEDIATELY REPLACE, RELOCATE, RESET OR RECONSTRUCT ALL OBSTRUCTIONS IN THE WORK AREA, INCLUDING, BUT NOT LIMITED TO, MAILBOXES, SIGNS, LANDSCAPING, LIGHTING, PLANTERS, CULVERTS, DRIVEWAYS, PARKING AREAS, CURBS, GUTTERS, FENCES, OR OTHER NATURAL OR MAN-MADE OBSTRUCTIONS. TRAFFIC CONTROL, REGULATORY, WARNING, AND INFORMATIONAL SIGNS SHALL REMAIN FUNCTIONAL AND VISIBLE TO THE APPROPRIATE LANES OF TRAFFIC AT ALL TIMES, WITH THEIR RELOCATION KEPT TO A MINIMUM DISTANCE. THE COST SHALL BE INCLUDED IN THE COST OF ITEMS BID.
- CONTRACTOR SHALL GRADE, TOPSOIL, SEED AND MULCH ALL DISTURBED AREAS OF CONSTRUCTION, INCLUDING PIPE INSTALLATION OR DITCH CONSTRUCTION. EROSION CONTROL MATTING SHALL BE PROVIDED ON ALL SLOPES GREATER THAN 3:1.
- DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND ALL RULES AND REGULATIONS THERETO APPURTENANT.
- THIS SITE IS NOT IMPACTED BY THE 100-YEAR FLOOD MAY 5, 2003.
- WETLANDS DO NOT EXIST ON SITE.
- UPON COMPLETION OF THE PROJECT, THE OWNER WILL BE RESPONSIBLE FOR THE PERPETUAL MAINTENANCE AND MANAGEMENT OF ALL OPEN SPACE AREAS.
- UPON COMPLETION OF THE PROJECT, THE OWNER WILL BE RESPONSIBLE FOR PERPETUAL MAINTENANCE OF THE STORMWATER FACILITIES.
- SUBDIVISION STREETS CONSTRUCTED WITHIN THE LIMITS OF THE RIGHT-OF-WAY DEDICATED TO PUBLIC USE SHOWN ON THIS PLAN ARE TO BE MAINTAINED BY DELDOT FOLLOWING THE ACCEPTANCE OF THE STREETS. THE STATE OF DELAWARE ASSUMES NO MAINTENANCE RESPONSIBILITIES WITHIN THE DEDICATED STREET RIGHT-OF-WAY UNTIL THE STREETS HAVE BEEN ACCEPTED BY DELDOT.
- THE CONTRACTOR SHALL NOTIFY THE FOLLOWING TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AND SHALL APPRAISE AND COORDINATE DURING ALL PHASES OF CONSTRUCTION:
DAVIS, BOWEN & FRIEDEL, INC. - (302) 424-1441
KENT COUNTY ENGINEERING - (302) 744-2430
KENT CONSERVATION DISTRICT - (302) 741-2800
CAMDEN & WYOMING SEWER & WATER AUTHORITY - (302) 697-2296
TOWN OF CAMDEN - (302) 697-2299

DATA COLUMN

TAX MAP NUMBER: NM-02-94.00-01-12.00 (PART OF)
NM-02-94.00-01-15.00 (ALL OF)

NUMBER OF LOTS PROPOSED: 4 LOTS + RESIDUAL
TOTAL SITE AREA: 41.533 ACRES
TOTAL PROJECT AREA: 11.329 ACRES

AREA IN LOTS: 7.949 ACRES
ROW DEDICATION: 3.060 ACRES
OPEN SPACE: 0.320 ACRES
RESIDUAL LANDS: 30.204 ACRES

STORMWATER MANAGEMENT AREA: 1.788 ACRES

DATUM:
VERTICAL: NAVD 88
HORIZONTAL: NAD 83 (DE STATE PLANE)

EXISTING USE: VACANT
PROPOSED USE: COMMERCIAL

EXISTING ZONING: C-2
PROPOSED ZONING: C-2

C-2 REQUIREMENTS
MINIMUM LOT SIZE: 9,000 SQFT.
MINIMUM LOT FRONTAGE: 60'
MINIMUM LOT DEPTH: 100'
FRONT YARD SETBACK: 40 FT.
SIDE YARD SETBACK: 10 FT.
INTERIOR SIDE YARD SETBACK: 15 FT.
REAR YARD SETBACK: 20 FT.
MAXIMUM BUILDING HEIGHT: 45 FT. (3-1/2 STORIES)
MAXIMUM BUILDING COVERAGE: 40%
MAXIMUM IMPERVIOUS COVERAGE: 80%

FLOOD HAZARD MAP: THE SITE IS NOT LOCATED IN THE FEMA 100-YR FLOOD PLAIN PER FEMA MAP #10001C0231H, DATED MAY 5, 2003.

WETLANDS: WETLANDS DO NOT EXIST ON SITE

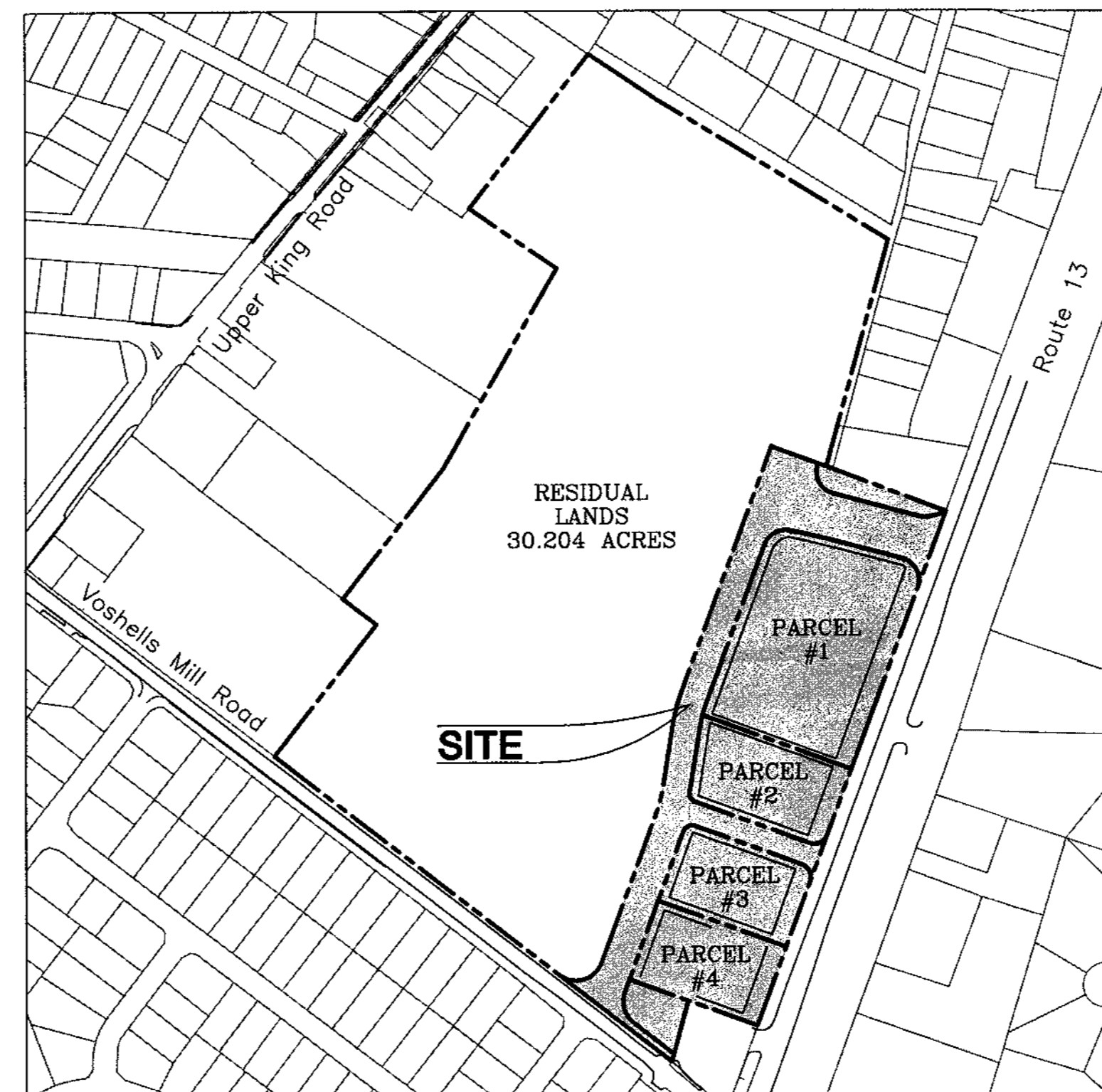
WATER SUPPLY: CAMDEN/WYOMING SEWER AND WATER AUTHORITY
SANITARY SEWER: KENT COUNTY DEPARTMENT OF PUBLIC WORKS

POSTED SPEED LIMITS:
VOSHALL MILL ROAD: 35 MPH
ROUTE 13: 50 MPH

STATE STRATEGIES INVESTMENT LEVEL: LEVEL 1

PROXIMITY TO TRANSPORTATION IMPROVEMENT DISTRICT: NONE

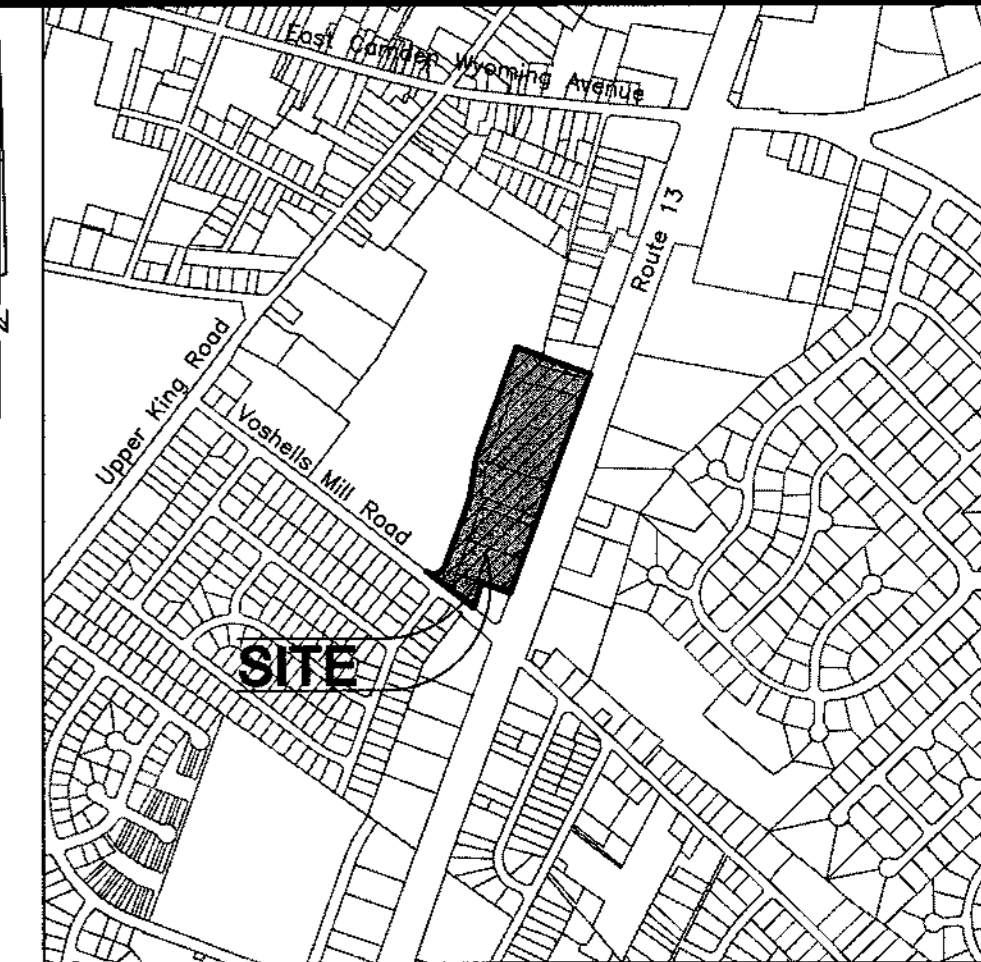
BENCHMARKS: IRON CAP & ROD SET: 37.71'
IRON CAP & ROD SET: 38.20'



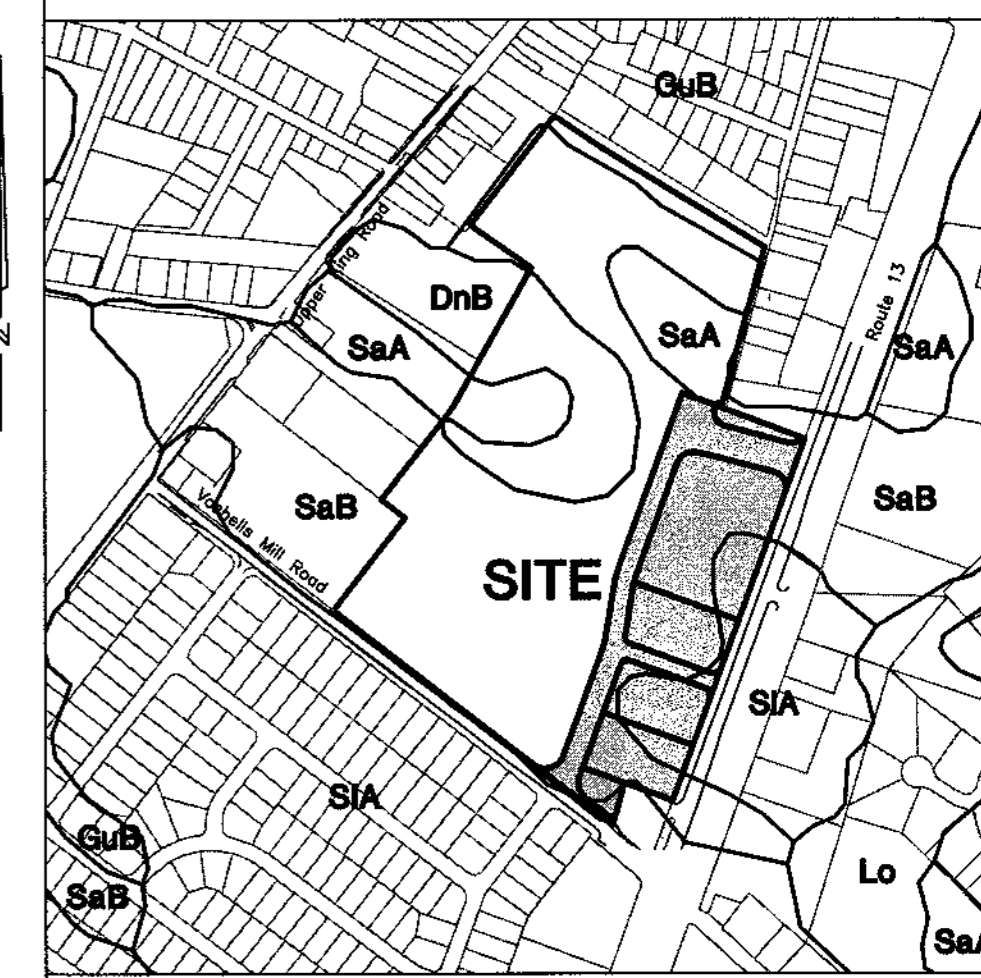
INSET MAP
1" = 300'

LEGEND

- CMF CONCRETE MONUMENT FOUND
- IPFO IRON PIPE FOUND
- IRCF IRON ROD FOUND
- SITE PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY LINE
- - - EXISTING EASEMENT LINE
- - - PROPOSED EASEMENT LINE
- - - EXISTING CONTOURS
- - - PROPOSED CONTOURS
- - - PROPOSED STORMDRAIN & CATCH BASIN
- - - PROPOSED GRAVITY SEWER, MANHOLE, & CLEANOUT
- - - PROPOSED WATER MAIN, VALVE & HYDRANT

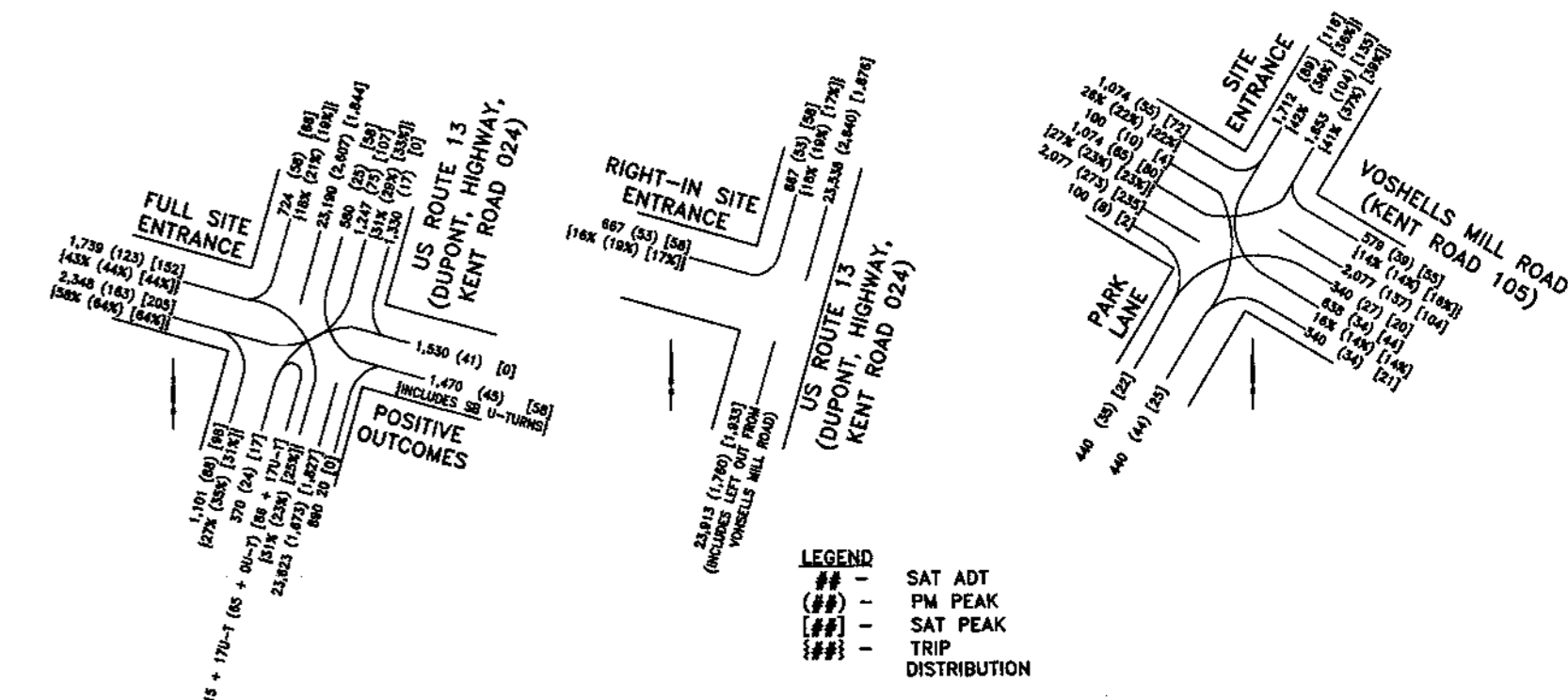


LOCATION MAP SCALE: 1" = 1000'



SOILS MAP SCALE: 1" = 600'

ROAD	FUNCTIONAL CLASSIFICATION	ADT (2015 DELAWARE VEHICLE VOLUME SUMMARY)	ADT (DBF TRAFFIC ATR COUNTS 2014)	ROAD	FUNCTIONAL CLASSIFICATION	ADT (2015 DELAWARE VEHICLE VOLUME SUMMARY)	ADT (DBF TRAFFIC ATR COUNTS 2014)
US ROUTE 13 (DUPONT HIGHWAY, KENT COUNTY ROAD 024)	PRINCIPLE ARTERIAL	43,892	48,087	VOSHALLS MILL ROAD (KENT COUNTY ROAD 105)	MAJOR COLLECTOR	3,841	3,841
10 YR PROJECTED ADT = 1.05 X 43,892			48,389	10 YR PROJECTED ADT = 1.05 X 3,841			4,033
10 YR PROJECTED ADT + SAT SITE ADT (2,901)			48,389	10 YR PROJECTED ADT + SAT SITE ADT (2,902)			6,935
TPG 2 DIRECTIONAL SPLIT = 59.73% / 40.27%				TPG 2 DIRECTIONAL SPLIT = 67.44% / 32.56%			
TPG 2 CALCULATED PEAK HOUR = 46,087 X 10.75% = 4,954				TPG 2 CALCULATED PEAK HOUR = 4,033 X 9.54% = 385			
TPG 2 CALCULATED 6.25% TRUCK % X 4,954 = 310				7.85% TRUCK % X 385 = 30			
KING PROPERTY ADVANCING VOLUMES = 1,738 PM 1,831 SAT				KING PROPERTY ADVANCING VOLUMES = 2,665 PM 1,810 SAT			
TRIP GENERATION = 3,535 PM 4,255 SAT				TRIP GENERATION = 3,516 PM 4,255 SAT			
KING PROPERTY OPPOSING VOLUMES = 2,665 PM 1,810 SAT				KING PROPERTY OPPOSING VOLUMES = 2,665 PM 1,810 SAT			
SPEED - POSTED = 50				SPEED - POSTED = 35			
TRAFFIC PATTERN GROUP = 2				TRAFFIC PATTERN GROUP = 4			



SITE TRIPS GENERATED - PROPOSED OUTPARCELS

TYPE OF DEV.	CODE	SOFT	PM	SAT	SAT
SUPERMARKET	850	30,170	367	505	6,423
DRIVE-IN BANK	912	3,200	78	84	276
HIGH-TURNOVER (SIT DOWN) RES.	932	9,000	89	127	1,425
FAST-FOOD WITH DRIVE-THRU	934	3,234	106	147	2,336
TOTAL		640	907	10,459	
INTERNAL CAPTURE			-108	-241	-2,340
EXTERNAL TRIPS			532	666	5,119
PASS-BY TRIPS			-216	-272	-2,318
TOTAL PRIMARY TRIPS			316	394	5,863

NOTE: TRIP GENERATION IS BASED ON ITE TRIP GENERATION MANUAL 9TH EDITION. DESIGN VEHICLE: WB-62.

SHEET INDEX

- R-1 TITLE SHEET
- R-2 RECORD/SITE PLAN
- R-3 RECORD/SITE OVERVIEW PLAN

RECEIVED FOR RECORD
3/14 AD 2017
TIME 2:30 PM
RECORDER

PLOT BOOK 132 PAGE 56
SIZE 36x24

ENGINEER'S STATEMENT

RING W. LAROWER, P.E. HEREBY STATE THAT I AM A REGISTERED ENGINEER IN THE STATE OF DELAWARE, THAT THE INFORMATION SHOWN HEREON HAS BEEN PREPARED UNDER MY SUPERVISION AND TO MY BEST KNOWLEDGE AND BELIEF, REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE REQUIREMENTS LAWS OF THE STATE OF DELAWARE.

RING W. LAROWER, P.E.
DAVIS, BOWEN & FRIEDEL, INC.
23 NORTH WALNUT STREET
MILFORD, DELAWARE, 19963
302-424-1441

7/12/17
DATE

OWNER'S STATEMENT

I, THE UNDERSIGNED, HEREBY STATE THAT I AM THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN, THE PLAN WAS MADE AT MY DIRECTION, I ACKNOWLEDGE THE SAME TO BE MY ACT AND DESIRE THE PLAN BE RECORDED ACCORDING TO LAW.

CARL P. KING REAL ESTATE, LLC.
10 C.H. MASON WAY
LEWES, DE 19958

7/13/17
DATE

TOWN OF CAMDEN APPROVAL

Manuel M. Gray
PLANNING COMMISSION CHAIRMAN
DATE 7/13/17

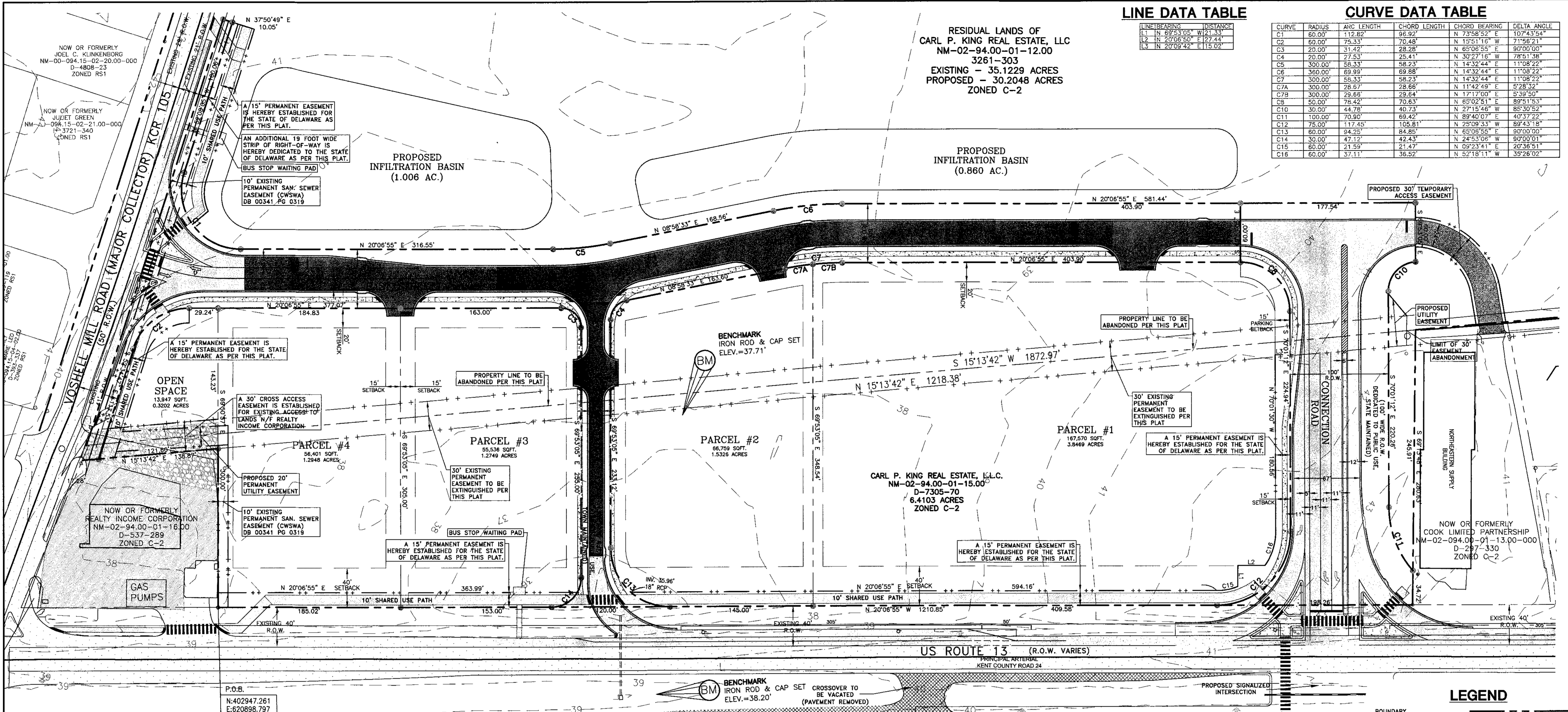
John E. West
PLANNING COMMISSION MEMBER
DATE 7/12/17

CAMDEN WYOMING SEWER & WATER AUTHORITY APPROVAL

Eric G. G...
CWS&WA ENGINEER
DATE 7/13/17

David P. ...
CWS&WA SUPERINTENDENT
DATE 7-13-17

dbf
DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS
MILFORD, DELAWARE (302) 424-1441

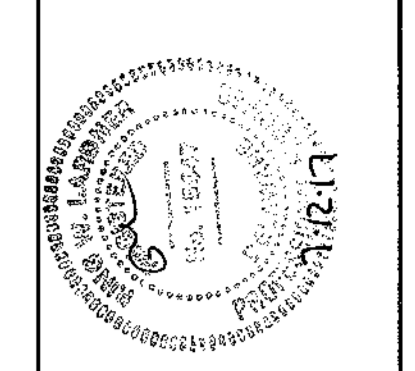


LINE DATA TABLE

LINE	BEARING	DISTANCE
L1	N 69°53'05" W	121.33'
L2	N 20°06'55" E	27.44'
L3	N 20°09'49" E	115.92'

CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	60.00'	112.82'	96.92'	N 73°58'52" E	107°43'54"
C2	60.00'	75.33'	70.48'	N 15°51'16" W	71°56'21"
C3	20.00'	31.42'	28.28'	N 65°06'55" E	97°00'00"
C4	20.00'	27.53'	25.41'	N 30°27'16" W	78°51'38"
C5	300.00'	58.33'	58.23'	N 14°32'44" E	11°08'22"
C6	360.00'	69.99'	69.88'	N 14°32'44" E	11°08'22"
C7	300.00'	58.33'	58.23'	N 14°32'44" E	11°08'22"
C7A	300.00'	28.67'	28.66'	N 11°42'48" E	5°28'32"
C7B	300.00'	29.66'	29.64'	N 11°42'48" E	5°28'32"
C8	60.00'	78.42'	70.63'	N 85°02'51" E	89°51'53"
C10	30.00'	44.78'	40.73'	N 27°15'46" W	85°30'52"
C11	100.00'	70.90'	69.42'	N 89°40'07" E	49°37'22"
C12	75.00'	117.45'	105.81'	N 25°09'33" W	89°43'18"
C13	60.00'	94.25'	84.85'	N 65°09'53" E	97°00'00"
C14	30.00'	47.12'	42.43'	N 24°53'06" E	80°00'01"
C15	60.00'	21.59'	21.47'	N 09°23'41" E	20°36'51"
C16	60.00'	37.11'	36.52'	N 52°18'11" W	35°26'02"



ARCHITECTS ENGINEERS SURVEYORS
DAVIS, BOWEN & FRIEDEL, INC.
SALISBURY, MARYLAND (410) 541-9001
DUBLIN, VIRGINIA (703) 776-1744
EASTON, MARYLAND (410) 776-1744

RECORD / SITE PLAN

KING COMMERCIAL DEVELOPMENT
TOWN OF CAMDEN
KENT COUNTY, DELAWARE

GENERAL NOTES

- ALONG THE SOUTHBOUND US ROUTE 13 SITE FRONTAGE, THE DEVELOPER SHALL PROVIDE A BITUMINOUS CONCRETE OVERLAY TO THE EXISTING SHOULDER AT DELDOT'S DISCRETION. DELDOT SHALL ANALYZE THE SHOULDER'S PAVEMENT SECTION AND RECOMMEND AN OVERLAY THICKNESS TO THE DEVELOPER'S ENGINEER IF NECESSARY. THIS MILL AND OVERLAY MAY EXTEND BEYOND THE SITE FRONTAGE AS NECESSARY TO ADDRESS CHANGES IN STRIPING ASSOCIATED WITH ENTRANCE CONSTRUCTION.
 - THE DEVELOPER SHOULD IMPROVE THE NORTH SIDE OF VOSHSELL MILL ROAD (WESTBOUND DIRECTION) ALONG THE SITE FRONTAGE OF THE LANDS PROPOSED TO BE DEVELOPED AS PART OF THE KING PROPERTY - OUTPARCELS SITE TO MEET DELDOT'S MAJOR COLLECTOR ROAD STANDARDS. THESE STANDARDS INCLUDE, BUT ARE NOT LIMITED TO, TWELVE-FOOT TRAVEL LANES AND EIGHT-FOOT SHOULDER. THE DEVELOPER SHOULD PROVIDE A BITUMINOUS CONCRETE OVERLAY TO THE EXISTING SHOULDER AND TRAVEL LANES, AT DELDOT'S DISCRETION. DELDOT SHALL ANALYZE THE EXISTING LANES' PAVEMENT SECTION AND RECOMMEND AN OVERLAY THICKNESS TO THE DEVELOPER'S ENGINEER IF NECESSARY. THIS OVERLAY MAY EXTEND BEYOND THE SITE FRONTAGE AS NECESSARY TO ADDRESS CHANGES IN STRIPING ASSOCIATED WITH ENTRANCE CONSTRUCTION.
 - THE DEVELOPER SHOULD CONSTRUCT THE PROPOSED NORTH SITE ACCESS ON US ROUTE 13, APPROXIMATELY 1,300 FEET NORTH OF VOSHSELL MILL ROAD. THE LOCATION SHALL BE CONSISTENT WITH THE LOCATION WHERE THE PROPOSED CAMDEN BYPASS WILL INTERSECT US ROUTE 13. THE PROPOSED INITIAL CONFIGURATION OF THE NEW INTERSECTION IS SHOWN IN THE TABLE BELOW AND IN THE SKETCH PLAN THAT FOLLOWS ON PAGE 7. ADDITIONAL LANES AND LONGER LANES WILL BE NEEDED IN THE FUTURE TO ACCOMMODATE THE CAMDEN BYPASS AND THE US ROUTE 13 WIDENING PROJECTS.
- | APPROACH | CURRENT CONFIGURATION | PROPOSED CONFIGURATION |
|---|-------------------------|---|
| NORTHBOUND US ROUTE 13 | TWO THROUGH LANES | ONE LEFT TURN LANE AND TWO THROUGH LANES |
| SOUTHBOUND US ROUTE 13 | TWO THROUGH LANES | TWO THROUGH LANES AND ONE RIGHT-TURN LANE |
| EASTBOUND US ROUTE 13 NORTH SITE ACCESS | APPROACH DOES NOT EXIST | TWO LEFT-TURN LANES, ONE THROUGH LANE (HATCHED OUT) AND ONE RIGHT-TURN LANE |
- THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S SUBDIVISION SECTION TO DETERMINE OTHER DESIGN DETAILS FOR THE PROPOSED INTERSECTION AND ALL INTERSECTING ROADS. AT THE DESIGN MUST ACCOMMODATE BOTH THE CAMDEN BYPASS PROJECT AND DELDOT'S US 13 LOCHEATH WAY TO PUNCHON RUN CONNECTOR PROJECT, WHICH WOULD ADD A THIRD THROUGH LANE EACH WAY ON US ROUTE 13 THROUGH THIS INTERSECTION. SPECIFIC TO THE NORTH SITE ACCESS DRIVEWAY (WESTERN LEG OF THIS PROPOSED INTERSECTION), A COMPARISON OF THE INTERIM CONDITION THAT SHOULD BE CONSTRUCTED BY THE DEVELOPER VS. THE ULTIMATE CONDITION THAT WILL BE NEEDED TO ACCOMMODATE THE TWO AFOREMENTIONED PROJECTS IS PROVIDED ON PAGE 8.
- | APPROACH | LEFT-TURN LANE(S) | RIGHT-TURN LANE |
|-----------------------------|-------------------|-----------------|
| NORTHBOUND US ROUTE 13 | 260 FT* | N/A |
| SOUTHBOUND US ROUTE 13 | N/A | 305 FT** |
| EASTBOUND NORTH SITE ACCESS | 115 FT* | 50 FT** |
- *MINIMUM TURN LANE LENGTH BASED ON QUEUING ANALYSIS AND COORDINATION WITH 90-FOOT MINIMUM FINAL LENGTH TO BE DETERMINED BY DELDOT DURING SITE PLAN REVIEW PROCESS
**MINIMUM TURN LANE LENGTH BASED ON DELDOT'S ADJUTANT LANE WORKSHEET
- UPON CONSTRUCTION OF THE PROPOSED NORTH SITE ACCESS, THE DEVELOPER SHOULD PROVIDE ALTERNATE ACCESS TO THE REAR OF THE ADJOINING PROPERTY LOCATED TO THE NORTH (NORTHEASTERN SUPPLY - A LIMBING/ABC SUPPLY STORE) BY WAY OF A CONNECTION TO THE NORTH SITE ACCESS DRIVEWAY. WHETHER TO PERMIT THROUGH TRAFFIC TO OR FROM THE RESIDENTIAL PORTION OF EAST STREET SHALL BE AT THE TOWN OF CAMDEN'S DISCRETION.

- THE FOLLOWING LANE WIDTHS ARE REQUIRED ON THE NORTH SITE ACCESS DRIVEWAY (WEST LEG OF THE US ROUTE 13 INTERSECTION) FOR THE ULTIMATE CONDITION NEEDED TO ACCOMMODATE THE TWO AFOREMENTIONED PROJECTS, FOR TOTAL CROSS-SECTION WIDTH OF 93 FEET. THIS ULTIMATE CONDITION IS SHOWN ON THE BOTTOM OF PAGE 8.
- | DIRECTION OF ROAD | PROPOSED CONFIGURATION AND LANE WIDTHS FOR ULTIMATE CONDITION |
|-----------------------------|---|
| EASTBOUND NORTH SITE ACCESS | TWO 11' LEFT-TURN LANES
ONE 11' THROUGH LANE
ONE 5' BIKE LANE
ONE 11' RIGHT-TURN LANE |
| MEDIAN | 4' MEDIAN WITH 1' OFFSET ON BOTH SIDES |
| WESTBOUND NORTH SITE ACCESS | TWO 11' RECEIVING LANES (FOR NORTHBOUND US 13 DUAL LEFTS)
ONE 5' BIKE LANE
ONE 11' SEPARATE RECEIVING LANE (FOR SOUTHBOUND US 13 RIGHT TURNS) |
- THE DEVELOPER SHOULD ENTER INTO A TRAFFIC SIGNAL AGREEMENT WITH DELDOT AND DESIGN AND CONSTRUCT A TRAFFIC SIGNAL FOR THE INTERSECTION OF US ROUTE 13 AND THE PROPOSED NORTH SITE ACCESS. THE AGREEMENT SHOULD INCLUDE PEDESTRIAN SIGNALS, CROSSWALKS, INTERCONNECTION, AND ITS EQUIPMENT SUCH AS CCTV CAMERAS AT DELDOT'S DISCRETION. THE DEVELOPER SHOULD COORDINATE WITH DELDOT ON THE IMPLEMENTATION OF THE TRAFFIC SIGNAL. THE AGREEMENT SHOULD PROVIDE FOR INSTALLATION AND ACTIVATION OF THE SIGNAL AT DELDOT'S DISCRETION BUT IN ANY EVENT BEFORE THE PROPOSED SUPERMARKET OPENS.
 - THE DEVELOPER SHOULD CLOSE THE EXISTING US ROUTE 13 MEDIAN CROSSOVER AND THE ASSOCIATED LEFT-TURN/RIGHT-TURN LANES LOCATED APPROXIMATELY 978 FEET NORTH OF VOSHSELL MILL ROAD. THE PAVED AREA FOR THIS CROSSOVER AND THE TURN LANES SHOULD BE REMOVED AND REPLACED WITH GRASS MEDIAN, CONSISTENT WITH THE ADJACENT MEDIAN. THE EXISTING DRIVEWAY THAT SERVES THE POSITIVE OUTCOMES CHARTER SCHOOL ON THE EAST SIDE OF US ROUTE 13 AT THIS CROSSOVER SHOULD BE RESTRICTED TO RIGHT TURNS IN AND RIGHT TURNS OUT ONLY. AT THE POSITIVE OUTCOMES CHARTER SCHOOL DRIVEWAY ALONG US ROUTE 13 (EXISTING DRIVEWAY PROPOSED TO BE MODIFIED TO RIGHT-TURNS/OUT), A CONCRETE CHANNELIZATION ISLAND SHOULD BE INSTALLED ON THE DRIVEWAY TO SEPARATE ENTERING AND EXITING TRAFFIC.
 - THE DEVELOPER SHOULD CONSTRUCT THE RIGHTS-IN-SOUTH SITE ACCESS ON US ROUTE 13, APPROXIMATELY 875 FEET NORTH OF VOSHSELL MILL ROAD. THE DESIGN OF THIS ENTRANCE SHOULD INCLUDE A SEPARATE RIGHT-TURN LANE ON SOUTHBOUND US ROUTE 13, WITH AN INITIAL RECOMMENDED TURN-LANE LENGTH OF 305 FEET (EXCLUDING TAPER). THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S SUBDIVISION SECTION TO DETERMINE THE FINAL TURN LANE LENGTH DURING THE SITE PLAN REVIEW PROCESS. TO FURTHER REINFORCE THAT THIS ACCESS POINT IS A ONE-WAY ENTRANCE ONLY (NOT AN EXIT FROM THE SITE ONTO US ROUTE 13), DO NOT ENTER SIGNS (MUTCD 8S-1) AND ARROW PAINTMENT MARKINGS SHALL BE INSTALLED AND ORIENTED TO FACE POTENTIAL SITE EXITING TRAFFIC ALONG THIS ENTRANCE DRIVEWAY.
 - THE DEVELOPER SHOULD CONSTRUCT THE PROPOSED SITE ACCESS ALONG VOSHSELL MILL ROAD AT PARK PLACE AS A NEW NORTHERN LEG TO THE EXISTING TWO-WAY STOP CONTROLLED T-INTERSECTION. THE PROPOSED CONFIGURATION OF THE IMPROVED INTERSECTION INCLUDING THE NEW SITE ACCESS IS SHOWN IN THE TABLE BELOW.
- | APPROACH | CURRENT CONFIGURATION | PROPOSED CONFIGURATION |
|------------------------------|------------------------------------|---|
| NORTHBOUND PARK LANE | ONE SHARED LEFT/RIGHT-TURN LANE | ONE SHARED LEFT/THROUGH/RIGHT-TURN LANE |
| SOUTHBOUND SITE ACCESS | APPROACH DOES NOT EXIST | ONE SHARED THROUGH/LEFT-TURN LANE AND ONE RIGHT-TURN LANE |
| EASTBOUND VOSHSELL MILL ROAD | ONE SHARED THROUGH/RIGHT-TURN LANE | ONE SHARED LEFT/THROUGH/RIGHT-TURN LANE |
| WESTBOUND VOSHSELL MILL ROAD | ONE SHARED THROUGH/LEFT-TURN LANE | ONE SHARED THROUGH/LEFT-TURN LANE AND ONE RIGHT-TURN LANE |
- INITIAL RECOMMENDED MINIMUM TURN-LANE LENGTHS (EXCLUDING TAPERS) OF THE SEPARATE TURN LANES ARE LISTED BELOW. THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S SUBDIVISION SECTION TO DETERMINE DESIGN DETAILS INCLUDING FINAL TURN-LANE LENGTHS DURING THE SITE PLAN REVIEW PROCESS.

- | APPROACH | LEFT-TURN LANE(S) | RIGHT-TURN LANE |
|----------------------------|-------------------|-----------------|
| NORTHBOUND PARK LANE | N/A | N/A |
| SOUTHBOUND SITE ACCESS | N/A | 50 FT* |
| EASTBOUND VOSHSELL MILL RD | N/A | N/A |
| WESTBOUND VOSHSELL MILL RD | N/A | 100 FT** |
- *MINIMUM TURN LANE LENGTH BASED ON QUEUING ANALYSIS, WITH 90-FOOT MINIMUM FINAL LENGTH TO BE DETERMINED BY DELDOT DURING SITE PLAN REVIEW PROCESS
**MINIMUM TURN LANE LENGTH BASED ON DELDOT'S ADJUTANT LANE WORKSHEET, BUT UPON FURTHER COORDINATION WITH DELDOT THE DEVELOPER HAS AGREED TO INSTALL THE LONGEST TURN-LANE THAT CAN BE SAFELY CONSTRUCTED (LENGTH TO BE DETERMINED)
- AS PART OF THE DESIGN AND CONSTRUCTION OF THIS SITE ACCESS INTERSECTION, THE ACCESS TO AND FROM THE VALERO GAS STATION BY WAY OF VOSHSELL MILL ROAD, PRESENTLY BEHIND THE CONVENIENCE STORE, MUST BE MAINTAINED OR RELOCATED.
- THE DEVELOPER SHOULD EXTEND THE EXISTING LEFT-TURN LANE ON SOUTHBOUND US ROUTE 13 AT THE VOSHSELL MILL ROAD INTERSECTION TO A LENGTH OF 800 FEET (EXCLUDING TAPER). THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S SUBDIVISION SECTION TO DETERMINE FINAL DESIGN DETAILS FOR THIS MODIFIED TURN LANE DURING THE SITE PLAN REVIEW PROCESS.
 - THE DEVELOPER SHOULD COORDINATE WITH DELDOT REGARDING DELDOT'S HEP KC, US 13 LOCHEATH WAY TO PUNCHON RUN CONNECTOR PROJECT, WHICH WILL INVOLVE THE INSTALLATION OF A THIRD THROUGH LANE ALONG NORTHBOUND AND SOUTHBOUND US ROUTE 13. DELDOT HAS DETERMINED THAT NO ADDITIONAL RIGHTS-OF-WAY ARE NEEDED FROM THE KING PROPERTY FOR THIS PROJECT. HOWEVER, THE RADIUS FOR BOTH ENTRANCES LOCATED ON US ROUTE 13 SHOULD BE DESIGNED TO ACCOMMODATE THE FUTURE THIRD LANE WIDENING TOWARDS THE KING PROPERTY.
 - ALONG THE SITE ACCESS DRIVEWAY THAT CONNECTS TO VOSHSELL MILL ROAD OPPOSITE PARK LANE, THE PROPOSED ENTRANCES TO PARCELS 3 AND 4 SHOWN ON THE SITE PLAN INCLUDED IN THE TOA SHOULD BE COMBINED INTO ONE ENTRANCE, TO BE LOCATED AT THE BOUNDARY LINE OF THE TWO PROPERTIES.
 - AN EASEMENT SHOULD BE PROVIDED TO CONNECT PARCELS 1 AND 2 AT THE PROPOSED TURNAROUND BEHIND THE FRONT OF THE GROCERY STORE PARKING LOT. THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S SUBDIVISION SECTION TO DETERMINE DETAILS OF THIS EASEMENT DURING THE SITE PLAN REVIEW PROCESS.
 - THE FOLLOWING BIKEWAY, PEDESTRIAN, AND TRANSIT IMPROVEMENTS SHOULD BE INCLUDED:
 - A RIGHT-TURN YIELD TO BIKES SIGN (MUTCD 8A-4) SHOULD BE ADDED AT THE START OF THE RIGHT-TURN LANE ON SOUTHBOUND US ROUTE 13 AT THE NORTH SITE ACCESS, AT THE START OF THE RIGHT-TURN LANE ON SOUTHBOUND US ROUTE 13 AT THE SOUTH SITE ACCESS, AND AT THE START OF THE RIGHT-TURN LANE ON WESTBOUND VOSHSELL MILL ROAD AT THE SITE ACCESS.
 - ADJACENT TO THE RIGHT-TURN LANES ALONG SOUTHBOUND US ROUTE 13 AT THE NORTH SITE ACCESS, ALONG SOUTHBOUND US ROUTE 13 AT THE SOUTH SITE ACCESS, AND ALONG WESTBOUND VOSHSELL MILL ROAD AT THE SITE ACCESS, A MINIMUM OF A FIVE FOOT BIKEWAY LANE SHOULD BE DEDICATED AND STRIPED WITH APPROPRIATE MARKINGS FOR BICYCLISTS THROUGH THE TURN LANE IN ORDER TO FACILITATE SAFE AND UNIMPEDED BICYCLE TRAVEL.
 - APPROPRIATE BICYCLE SYMBOLS, DIRECTIONAL ARROWS, STRIPING (INCLUDING STOP BARS), AND SIGNING SHOULD BE INCLUDED ALONG BICYCLE FACILITIES AND RIGHT-TURN LANES WITHIN THE PROJECT LIMITS.
 - UTILITY COVERS SHOULD BE MADE FLUSH WITH THE PAVEMENT.
 - BIKE PARKING SHOULD BE PROVIDED NEAR THE BUILDING ENTRANCES WITHIN THIS DEVELOPMENT.
 - WHERE THE BUILDING ARCHITECTURE PROVIDES FOR AN AWNING OR OTHER OVERHANG, THE BIKE PARKING SHOULD BE COVERED.
 - A MINIMUM 15-FOOT WIDE EASEMENT FROM THE EDGE OF THE RIGHT-OF-WAY SHOULD BE DEDICATED TO DELDOT WITHIN THE SITE FRONTAGE ALONG US ROUTE 13 WITHIN THE EASEMENT ALONG US ROUTE 13. A MINIMUM OF A TEN-FOOT WIDE SHARED-USE PATH THAT MEETS CURRENT AASHTO AND ADA STANDARDS SHOULD BE CONSTRUCTED ALONG THE SITE FRONTAGE. THE SHARED-USE PATH SHOULD HAVE A MINIMUM OF A FIVE-FOOT BUFFER FROM THE ROADWAY AT THE NORTHERN PROPERTY BOUNDARY. THE SHARED-USE PATH SHOULD CONNECT TO THE SHOULDER OF US ROUTE 13 IN ACCORDANCE WITH DELDOT'S SHARED USE PATH AND/OR SIDEWALK TERMINATION POLICY DATED JUNE 19, 2014.

- POLICY DATED JUNE 19, 2014. AT THE SOUTHERN PROPERTY BOUNDARY, THE SHARED-USE PATH SHOULD CONNECT TO A NEW FIVE-FOOT SIDEWALK THAT WILL NEED TO BE CONSTRUCTED TO THE SOUTH, INSIDE THE EXISTING RIGHT-OF-WAY, TO BE INTO THE EXISTING CURB RAMP AT VOSHSELL MILL ROAD. THE DEVELOPER SHOULD COORDINATE WITH DELDOT AND THE ADJACENT PROPERTY OWNER TO DETERMINE DETAILS OF THE DESIGN AND IMPLEMENTATION OF THE SHARED-USE PATH TRANSITION TO SIDEWALK AT THE SOUTHERN PROPERTY BOUNDARY AND THE SUBSEQUENT SIDEWALK EXTENSION TO VOSHSELL MILL ROAD.
- A MINIMUM 15-FOOT WIDE EASEMENT FROM THE EDGE OF THE RIGHT-OF-WAY SHOULD BE DEDICATED TO DELDOT WITHIN THE SITE FRONTAGE ALONG VOSHSELL MILL ROAD, WITHIN THE EASEMENT ALONG VOSHSELL MILL ROAD, A MINIMUM OF A TEN-FOOT WIDE SHARED-USE PATH THAT MEETS CURRENT AASHTO AND ADA STANDARDS SHOULD BE CONSTRUCTED ALONG THE DEVELOPED PORTION OF THE SITE FRONTAGE INCLUDING THE FRONTAGE OF THE PROPOSED STORMWATER MANAGEMENT BASIN. THE SHARED-USE PATH SHOULD HAVE A MINIMUM OF A FIVE-FOOT BUFFER FROM THE ROADWAY, TO BOTH THE EAST AND THE WEST OF THE PROPOSED SITE ACCESS ON VOSHSELL MILL ROAD. THE SHARED-USE PATH SHOULD CONNECT TO THE SHOULDER OF VOSHSELL MILL ROAD IN ACCORDANCE WITH DELDOT'S SHARED USE PATH AND/OR SIDEWALK TERMINATION POLICY DATED JUNE 19, 2014. THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S SUBDIVISION SECTION TO DETERMINE EXACT LOCATIONS AND DETAILS OF THE SHARED USE PATH CONNECTIONS TO THE SHOULDER.
- ALL COMPLIANT CURB RAMPS AND CROSSWALKS SHOULD BE PROVIDED AT ALL PEDESTRIAN CROSSINGS, INCLUDING ALL SITE ENTRANCES. TYPE 3 CURB RAMPS ARE DISCOURAGED. A CROSSWALK WILL BE REQUIRED ACROSS THE NORTH SITE ACCESS. A CROSSWALK ACROSS US ROUTE 13 AT THE NORTH SITE ACCESS WILL NOT BE REQUIRED FOR THE INTERIM CONDITION TO BE CONSTRUCTED BY THE DEVELOPER; HOWEVER AN ADA COMPLIANT CURB RAMP THAT WOULD SERVE SUCH A CROSSING (CONNECTING TO PROPOSED SHARED-USE PATH ALONG US ROUTE 13 SITE FRONTAGE) SHOULD BE CONSTRUCTED IN A LOCATION TO BE DETERMINED BY DELDOT.
 - WHERE INTERIOR SIDEWALKS ARE LOCATED ALONGSIDE OF PARKING SPACES, A BUFFER SHOULD BE ADDED TO ELIMINATE VEHICULAR OVERHANG ON THE SIDEWALK.
 - THE DEVELOPER SHOULD COORDINATE WITH THE DELAWARE TRANSIT CORPORATION (DTC) IN ADDITION TO THE SITE FRONTAGE SHARED-USE PATHS DESCRIBED ABOVE. INTERNAL SIDEWALKS FOR PEDESTRIAN SAFETY AND TO PROMOTE WALKING AS A VIABLE TRANSPORTATION ALTERNATIVE SHOULD BE CONSTRUCTED WITHIN THE DEVELOPMENT. THESE SIDEWALKS SHOULD EACH BE A MINIMUM OF FIVE FEET WIDE (WITH A MINIMUM OF A FIVE-FOOT BUFFER FROM THE ROADWAY) AND SHOULD MEET CURRENT AASHTO AND ADA STANDARDS. THESE INTERNAL SIDEWALKS SHOULD CONNECT THE BUILDING ENTRANCES TO THE SHARED-USE PATHS. THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S SUBDIVISION SECTION TO DETERMINE DETAILS OF THE SHARED-USE PATHS ALONG US ROUTE 13 AND VOSHSELL MILL ROAD.
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 - THE DEVELOPER SHOULD COORDINATE WITH THE DELAWARE TRANSIT CORPORATION (DTC) IN ADDITION TO THE SITE FRONTAGE SHARED-USE PATHS DESCRIBED ABOVE. INTERNAL SIDEWALKS FOR PEDESTRIAN SAFETY AND TO PROMOTE WALKING AS A VIABLE TRANSPORTATION ALTERNATIVE SHOULD BE CONSTRUCTED WITHIN THE DEVELOPMENT. THESE SIDEWALKS SHOULD EACH BE A MINIMUM OF FIVE FEET WIDE (WITH A MINIMUM OF A FIVE-FOOT BUFFER FROM THE ROADWAY) AND SHOULD MEET CURRENT AASHTO AND ADA STANDARDS. THESE INTERNAL SIDEWALKS SHOULD CONNECT THE BUILDING ENTRANCES TO THE SHARED-USE PATHS. THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S SUBDIVISION SECTION TO DETERMINE DETAILS OF THE SHARED-USE PATHS ALONG US ROUTE 13 AND VOSHSELL MILL ROAD.
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ARCHITECTS ENGINEERS SURVEYORS
 SAUSHER, MARYLAND
 WILFORD, DELAWARE
 DEWITT, MARYLAND



DAVIS,
 BOWEN &
 FRIEDEL, INC.

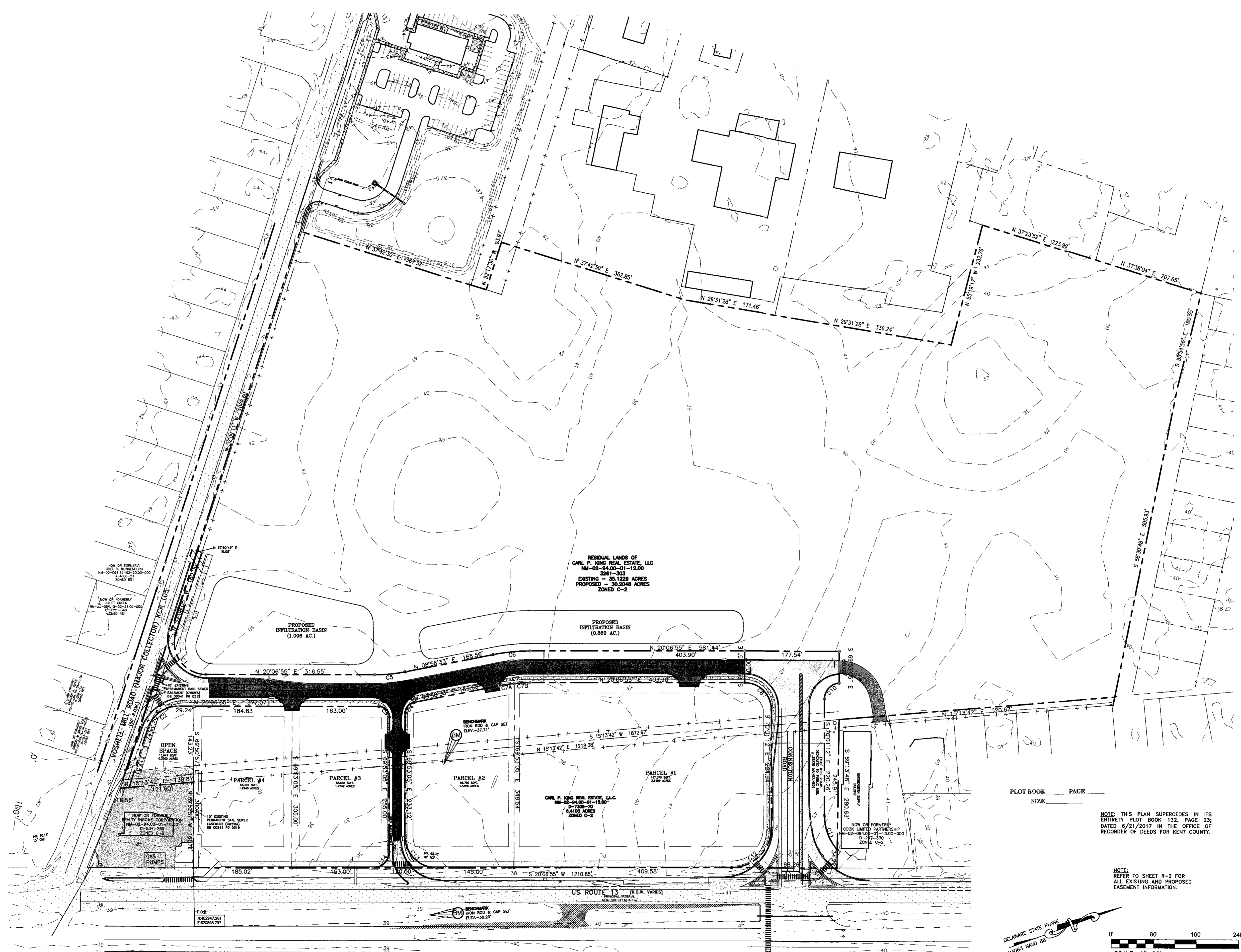
RECORD/ SITE OVERVIEW PLAN

**KING COMMERCIAL DEVELOPMENT
 TOWN OF CAMDEN
 KENT COUNTY, DELAWARE**

Revisions:
 ▲ 07-18-16 PER DELDOT COMMENTS
 ▲ 08-12-16 PER DELDOT COMMENTS
 ▲ 09-23-16 PER DELDOT COMMENTS
 ▲ 11-16-16 PER DELDOT COMMENTS
 ▲ 04-26-17 PER DELDOT COMMENTS

Date: MAY 2016
 Scale: 1" = 80'
 Dwn.By: SPN
 Proj.No.: 1898A001
 Dwg.No.:

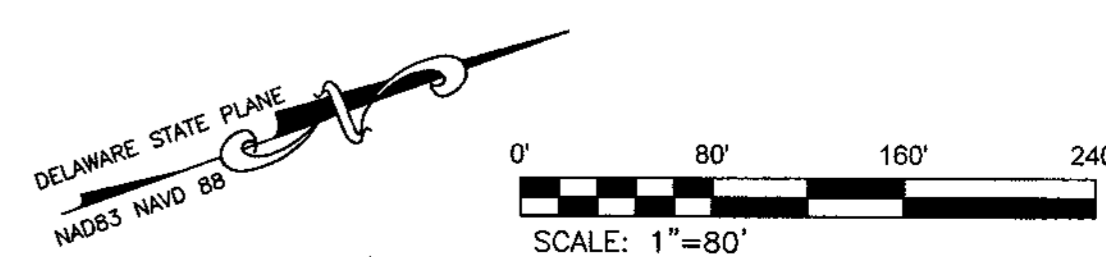
R-3



PLOT BOOK _____ PAGE _____
 SIZE _____

NOTE: THIS PLAN SUPERCEDES IN ITS ENTIRETY PLOT BOOK 132, PAGE 23; DATED 6/21/2017 IN THE OFFICE OF RECORDER OF DEEDS FOR KENT COUNTY.

NOTE: REFER TO SHEET R-2 FOR ALL EXISTING AND PROPOSED EASEMENT INFORMATION.



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