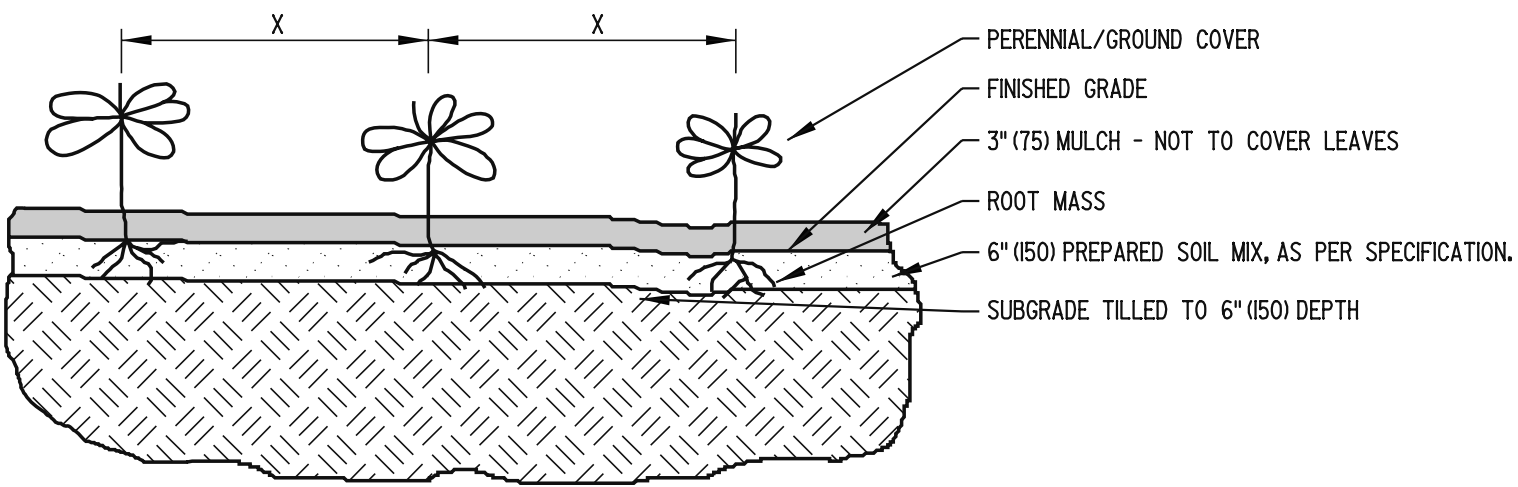
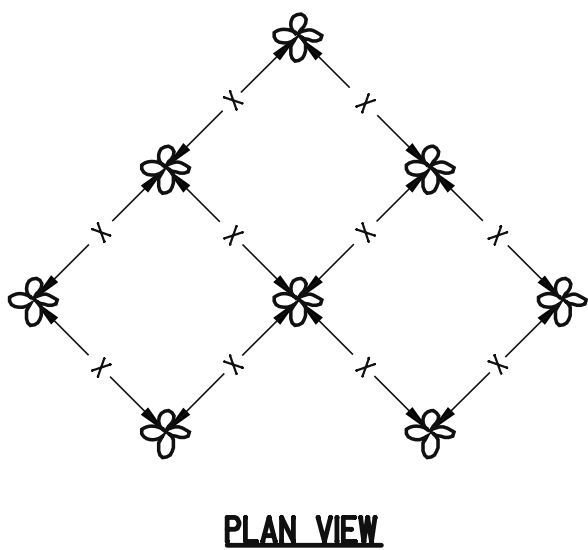





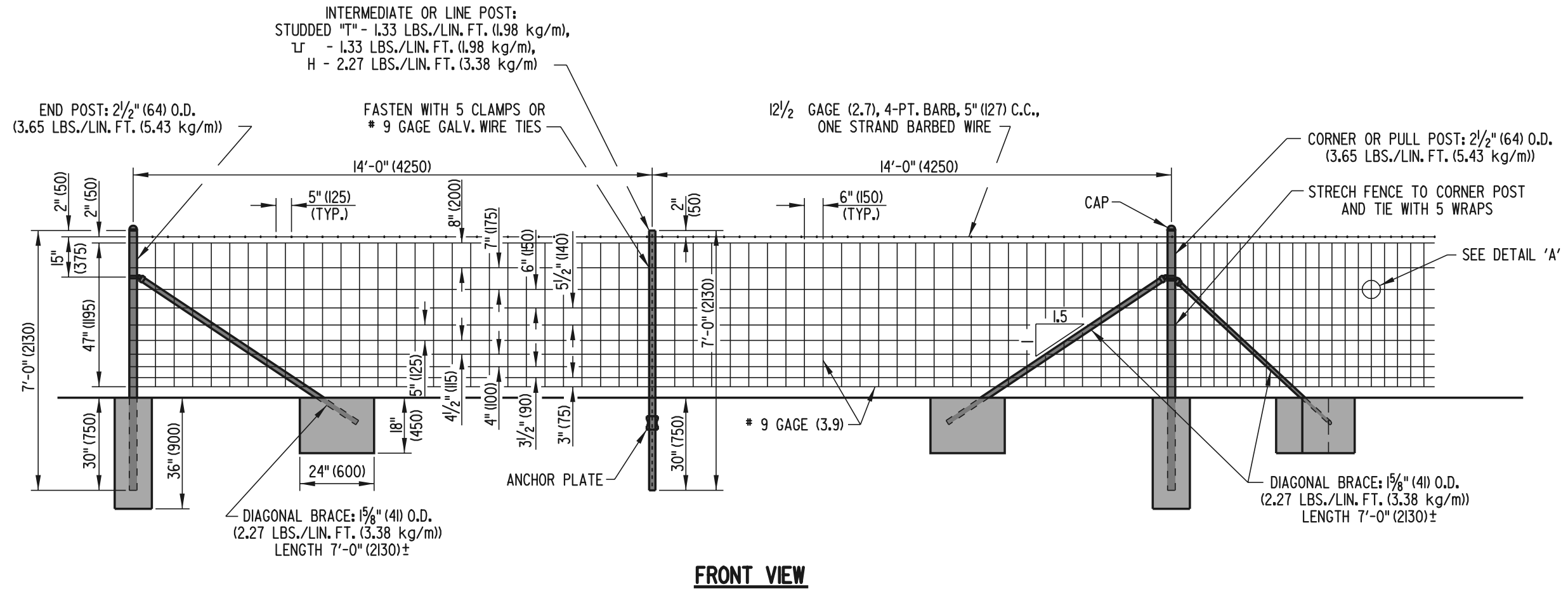
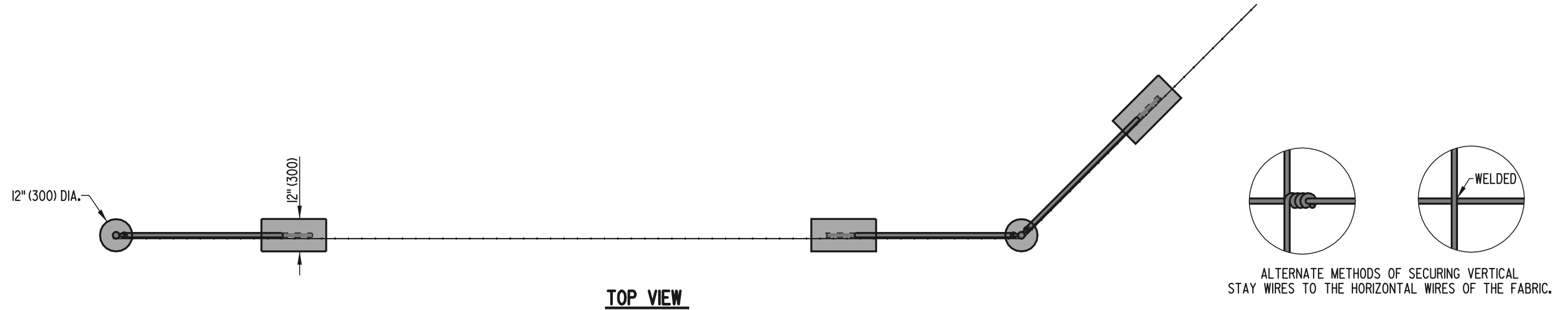
NOTE:
1). SEE PLANT LIST FOR SPACING (X).



SECTION VIEW

PERENNIAL/GROUNDCOVER PLANTING DETAIL

 DELAWARE DEPARTMENT OF TRANSPORTATION	PLANTING DETAILS			APPROVED  10/10/06
	STANDARD NO. L-1 (2006)	SHT. 3	OF 3	RECOMMENDED  10/13/06



DELAWARE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY FENCE

STANDARD NO.

M-1 (2001)

SHT. 1

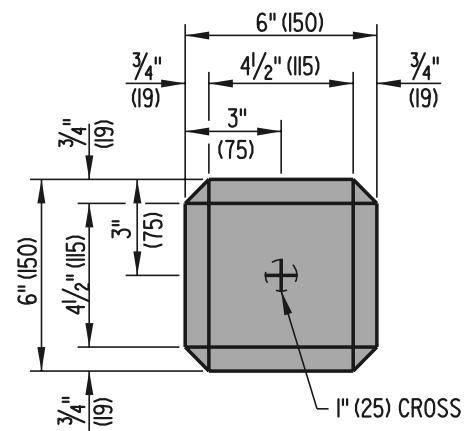
OF 1

APPROVED

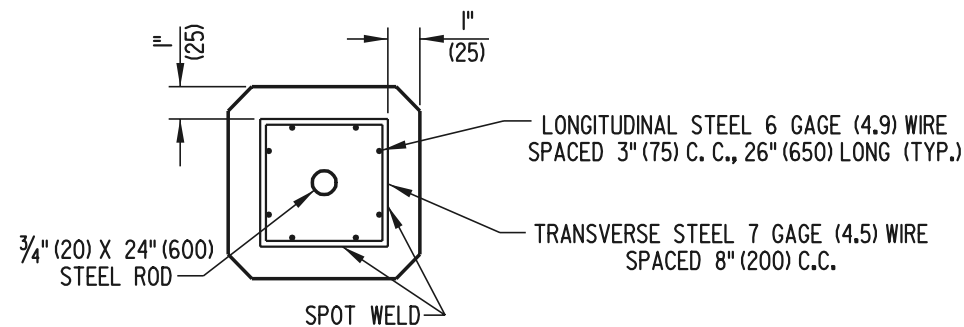
Ryan M. Harkins
CHIEF ENGINEER
DATE 6/18/01

RECOMMENDED

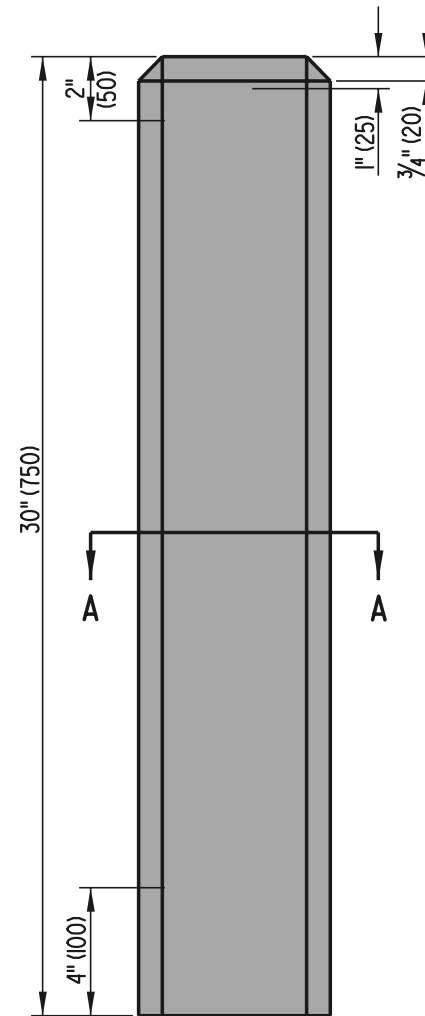
Michael R. Galt
DESIGN ENGINEER
DATE 6/18/01



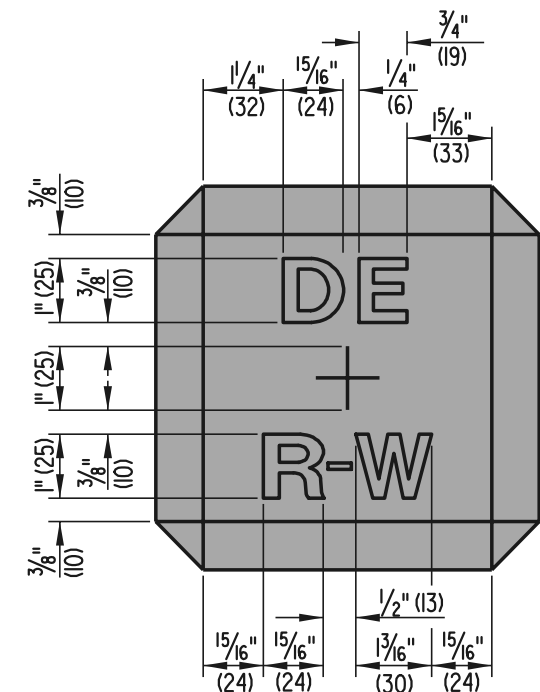
TOP



SECTION A-A



ELEVATION



TOP DETAIL

- NOTES : 1. LONGITUDINAL STEEL SHALL BE HELD IN PLACE BY CRADLES.
2. LETTERS AND CROSS TO BE COUNTERSUNK IN TOP OF MARKER 1/4" (6).



DELAWARE
DEPARTMENT OF TRANSPORTATION

CONCRETE MONUMENT

STANDARD NO.

M-2 (2001)

SHT. 1

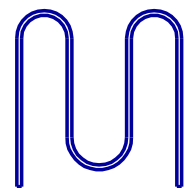
OF 1

APPROVED

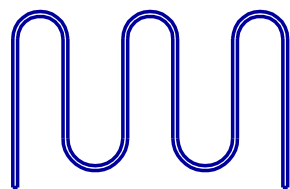
Ryan M. Harkness
CHIEF ENGINEER
6/18/01
DATE

RECOMMENDED

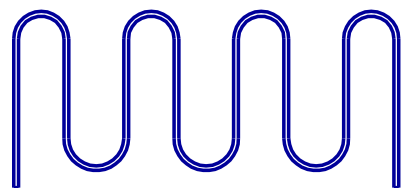
Michael R. Galt
DESIGN ENGINEER
6/18/01
DATE



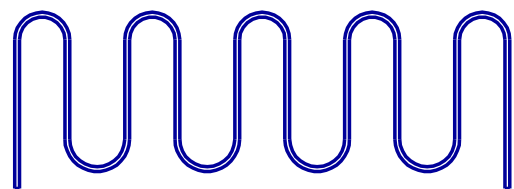
5 BIKES
W = 38" (965)



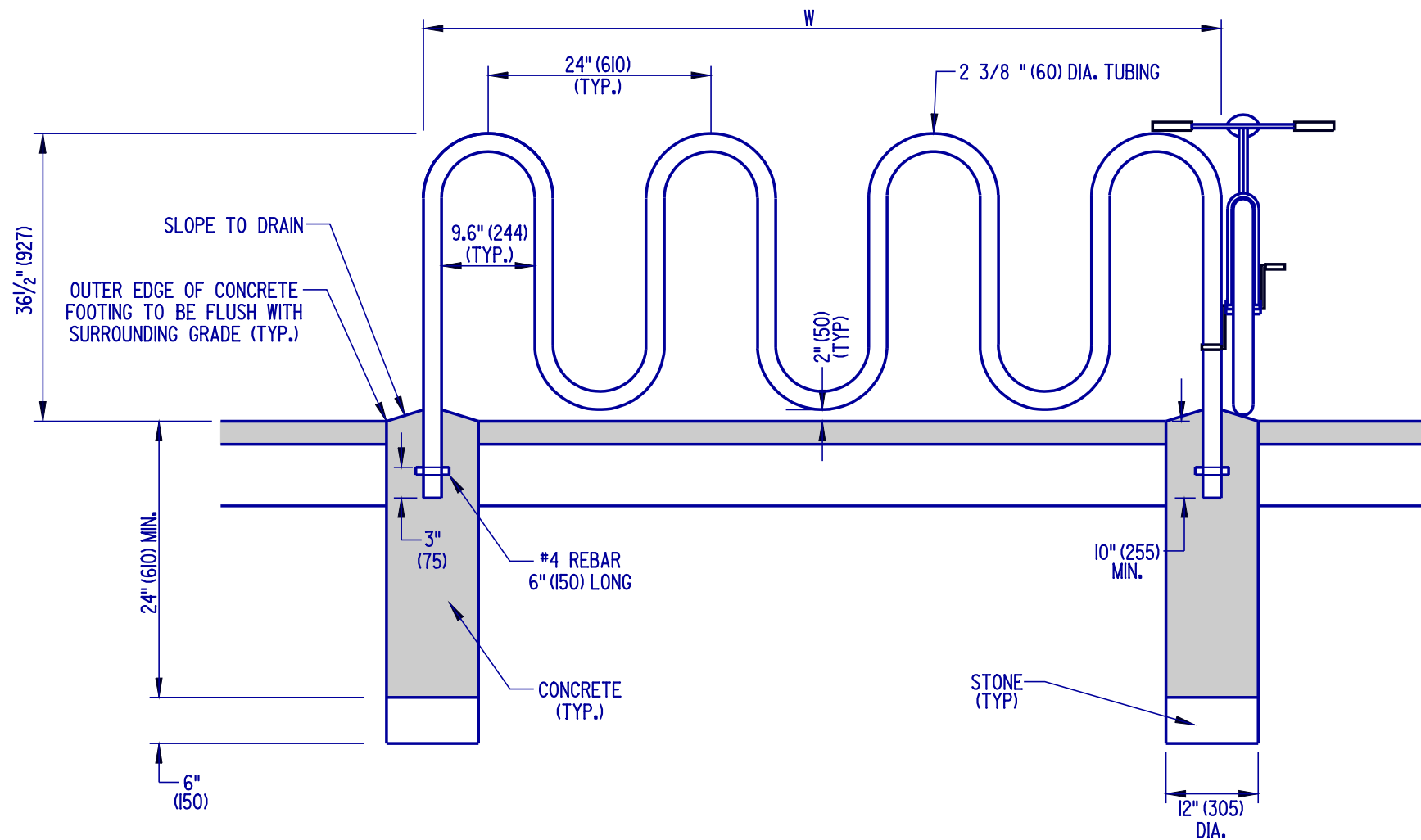
7 BIKES
W = 63" (1600)



9 BIKES
W = 87" (2210)



11 BIKES
W = 111" (2819)



BICYCLE RACK
N.T.S.



DELAWARE
DEPARTMENT OF TRANSPORTATION

BIKE RACK DETAILS

STANDARD NO.

M-4 (2004)

SHT. 1

OF 1

APPROVED

Carolann Wicks
CHIEF ENGINEER

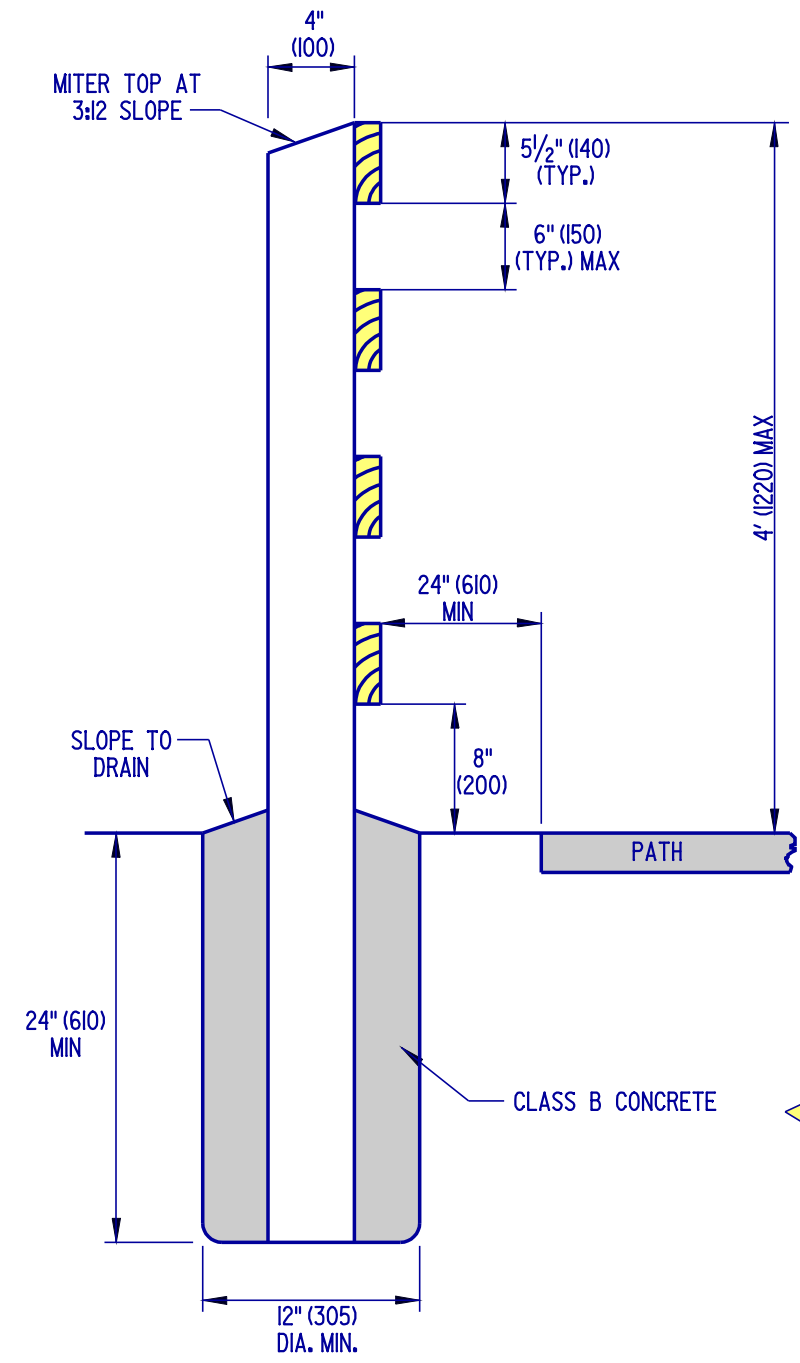
1/10/05
DATE

RECOMMENDED

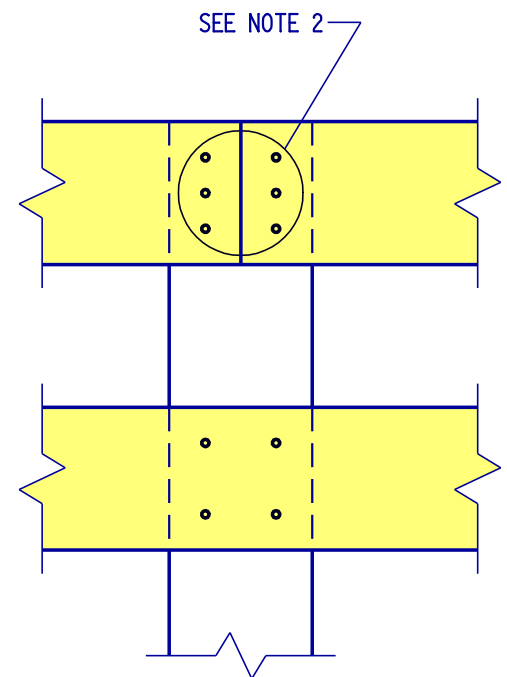
Dennis M. O'Flaherty
DESIGN ENGINEER

1/3/05
DATE

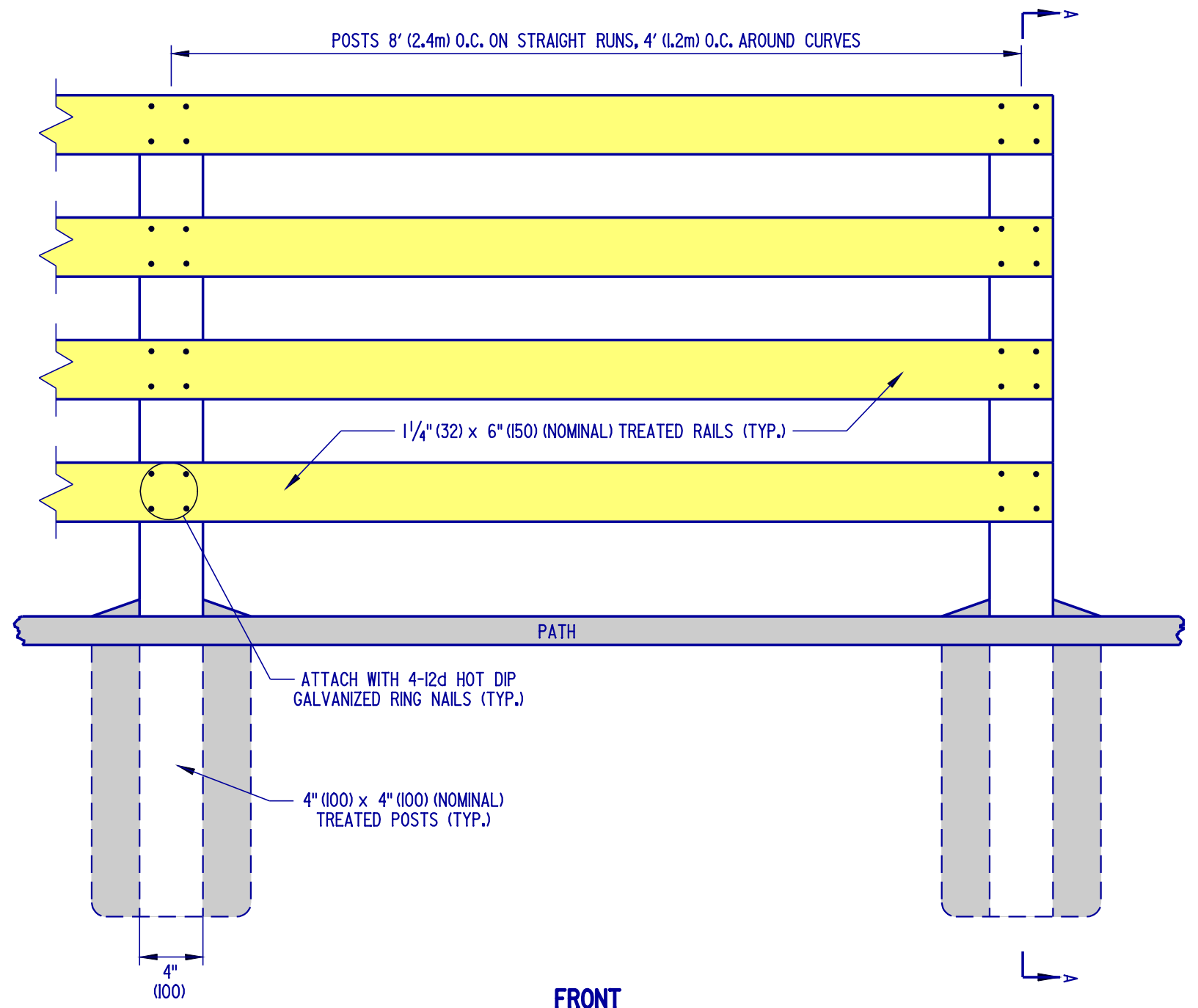
SCALE : N.T.S.



SECTION A-A



TYPICAL JOINT DETAIL



FRONT

- NOTES:
- 1. ALL RAIL JOINTS SHALL BE CENTERED AT THE POSTS.
 - 2. ALL JOINTS SHALL BE ATTACHED WITH 3 - 12d NAILS AND TWO ADJACENT RAILS SHALL NOT END ON THE SAME POST.
 - 3. RAILS SHALL BE FLUSH TO THE POSTS AT THE END POSTS.

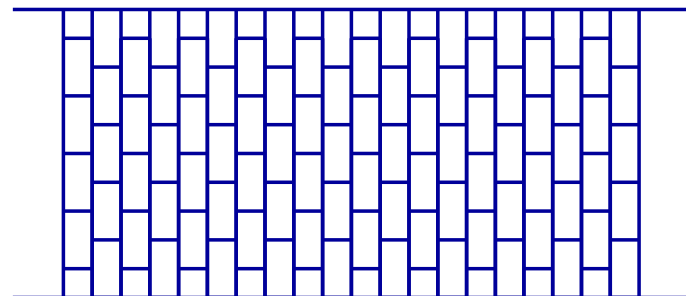


DELAWARE
DEPARTMENT OF TRANSPORTATION

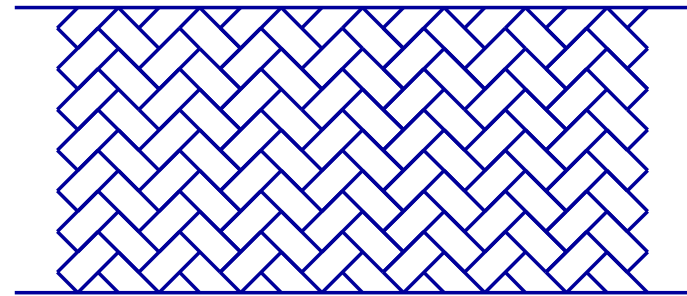
WOOD RAIL FENCE DETAILS

STANDARD NO. M-5 (2004) SHT. 1 OF 1

APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE
RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE



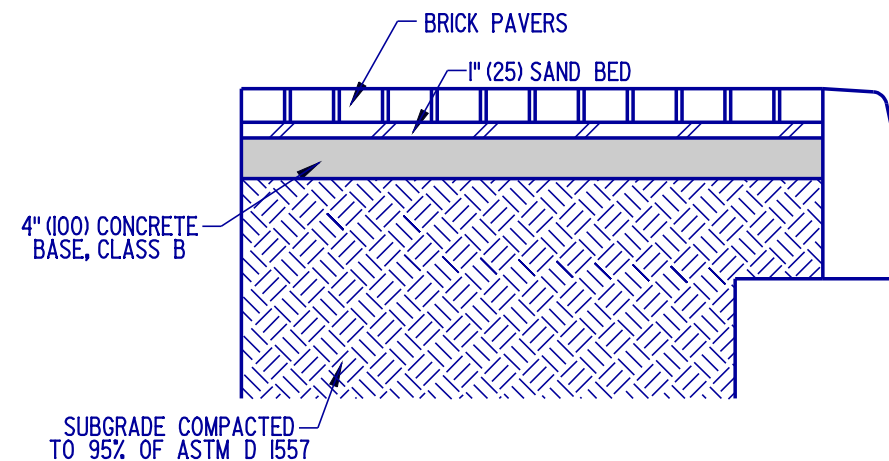
4" (100) x 8" (200) RUNNING BOND PATTERN



4" (100) x 8" (200) HERRINGBONE PATTERN

NOTES:

1. ACTUAL PATTERN TO BE USED SHALL BE SPECIFIED ON THE PLANS. COLOR IS TO BE "BRICK RED" UNLESS OTHERWISE NOTED ON THE PLANS.
2. MATERIALS AND PAVEMENT BOX VARY DEPENDING ON PLANS.
3. FOR CROSSWALK APPLICATIONS, 8" (200) WHITE LINES SHOULD BE PLACED ON BOTH SIDES.
4. THE PATTERNS ABOVE ARE THE PREFERRED PATTERNS AVAILABLE FOR SIDEWALK OR CROSSWALK APPLCATIONS.



BRICK PAVER SIDEWALK DETAIL

NOTES:

1. ALL PAVERS ARE TO BE "BRICK RED" UNLESS OTHERWISE SPECIFIED ON THE PLANS. THE PATTERN SHALL BE SPECIFIED ON THE PLANS.
2. EXPANSION JOINT MAY BE NEEDED ON NON-CURB SIDE OF BRICK PAVER SIDEWALK IF THAT SIDE IS AGAINST BUILDING OR OTHER CONFINING FEATURE.



DELAWARE
DEPARTMENT OF TRANSPORTATION

PATTERNED HOT-MIX OR CONCRETE & BRICK PAVER DETAILS

STANDARD NO. **M-6 (2004)**

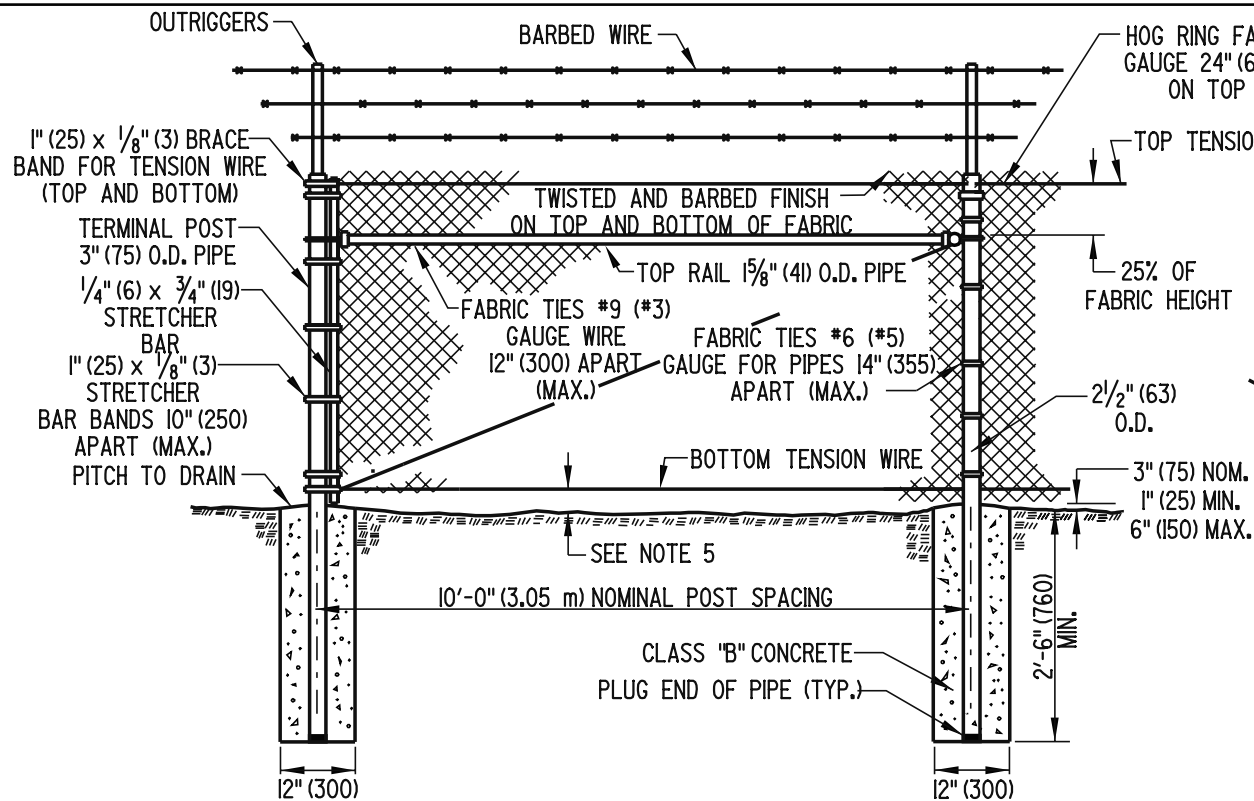
SHT. **1** OF **1**

APPROVED

Carolann Wicks **1/10/05**
CHIEF ENGINEER DATE

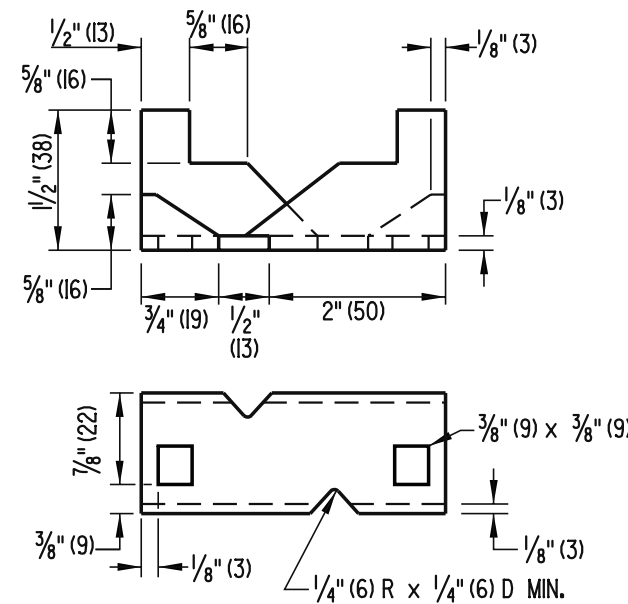
RECOMMENDED

Dennis M. O'Flaherty **1/13/05**
DESIGN ENGINEER DATE

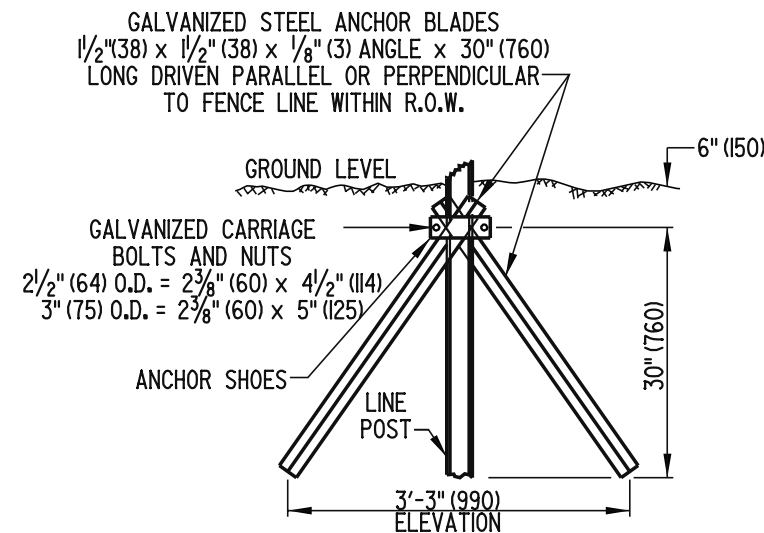


CHAIN-LINK FENCE

**TENSION WIRE CONNECTION AT
ROUND INTERMEDIATE OR CORNER POST**

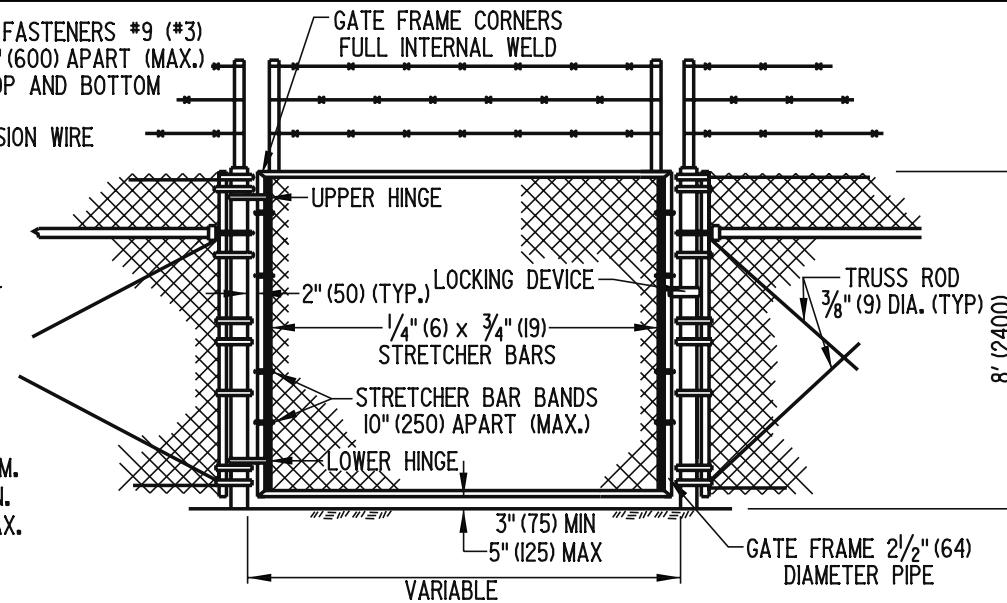


ANCHOR SHOE

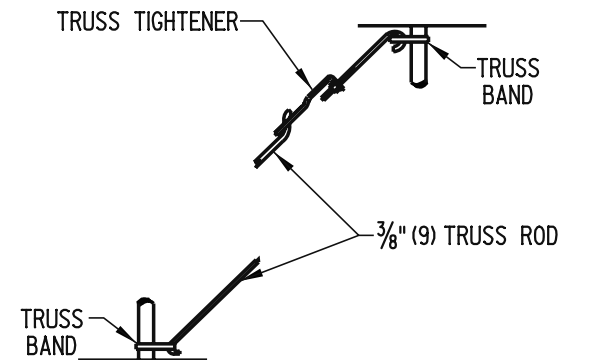


DRIVE ANCHOR SHOE ASSEMBLY

(SEE NOTE 4)



GATES, CHAIN-LINK FENCE



CHAIN-LINK FENCE ASSEMBLIES

GENERAL NOTES

1). POSTS

	TERMINAL, CORNER AND GATE POSTS	LINE POSTS	TOP OR BRACE RAIL
	3" (75) O.D. PIPE	2 1/2" (64) O.D. PIPE	1 5/8" (41) O.D. PIPE
AASHTO TYPE	1 OR II	1 OR II	1 OR II
AASHTO GRADE	1 OR 2	1 OR 2	1 OR 2
MINIMUM LENGTH OF POST:	10'-8" (3250)	10'-8" (3250)	N/A
ACTUAL OUTSIDE DIAMETER	2 7/8" (73)	2 3/8" (60)	1.660" (42)
WALL THICKNESS	GRADE 1 = .203" (5.2) GRADE 2 = .160" (4)	GRADE 1 = .154" (3.9) GRADE 2 = .120" (3)	GRADE 1 = .140" (3.5) GRADE 2 = .111" (2.8)

- 2). THE DEPTH OF CONCRETE FOOTERS IN SOLID ROCK MAY BE REDUCED TO 12" (300) BELOW THE TOP OF ROCK AND THE DIAMETER OF THE HOLE IN ROCK MAY BE REDUCED TO 6" (150).
- 3). BRACE BANDS AND STRETCHER BAR BANDS SHALL BE FURNISHED WITH 5/16" (8) DIA. CARRIAGE BOLTS AND ELASTIC STOP NUTS.
- 4). DRIVE ANCHOR SHOE ASSEMBLY ONLY TO BE USED IN WET AREAS AND WITH PRIOR APPROVAL OF THE ENGINEER.
- 5). THE BOTTOM OF THE FENCE SHALL BE 2" (50) MAX ABOVE HARD GROUND OR PAVEMENT. WHERE THERE IS SOFT GROUND, THE BOTTOM OF THE FENCE SHALL EXTEND INTO THE GROUND IN ORDER TO BE FIRM DUE TO SHIFTING SOIL OR SAND.
- 6). NUTS AND BOLTS SHALL BE TACK WELDED OR BURRED TO PREVENT REMOVAL.
- 7). IF THERE ARE ANY OPENINGS IN THE FENCE LARGER THAN 96 SQ. IN. (620 sq. cm) DUE TO UTILITIES OR GRADED TERRAIN, THE OPENINGS SHALL BE SECURED WITH A METAL GRILL THAT IS LOCKED OR PERMANENTLY WELDED.
- 8). VEGETATION AND PERMANENT STRUCTURES (SUCH AS BUILDINGS, LIGHT POLES, AND UTILITY POLES) SHALL BE AT LEAST 14' (4.2 m) FROM THE FENCE. ANY EXCEPTIONS SHALL REQUIRE THE CONSTRUCTION OF TOP GUARDS.



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

CHAIN LINK FENCE DETAILS

STANDARD NO. M-7 (2006)

SHT. 1 OF 1

APPROVED

Frank Taylor
CHIEF ENGINEER

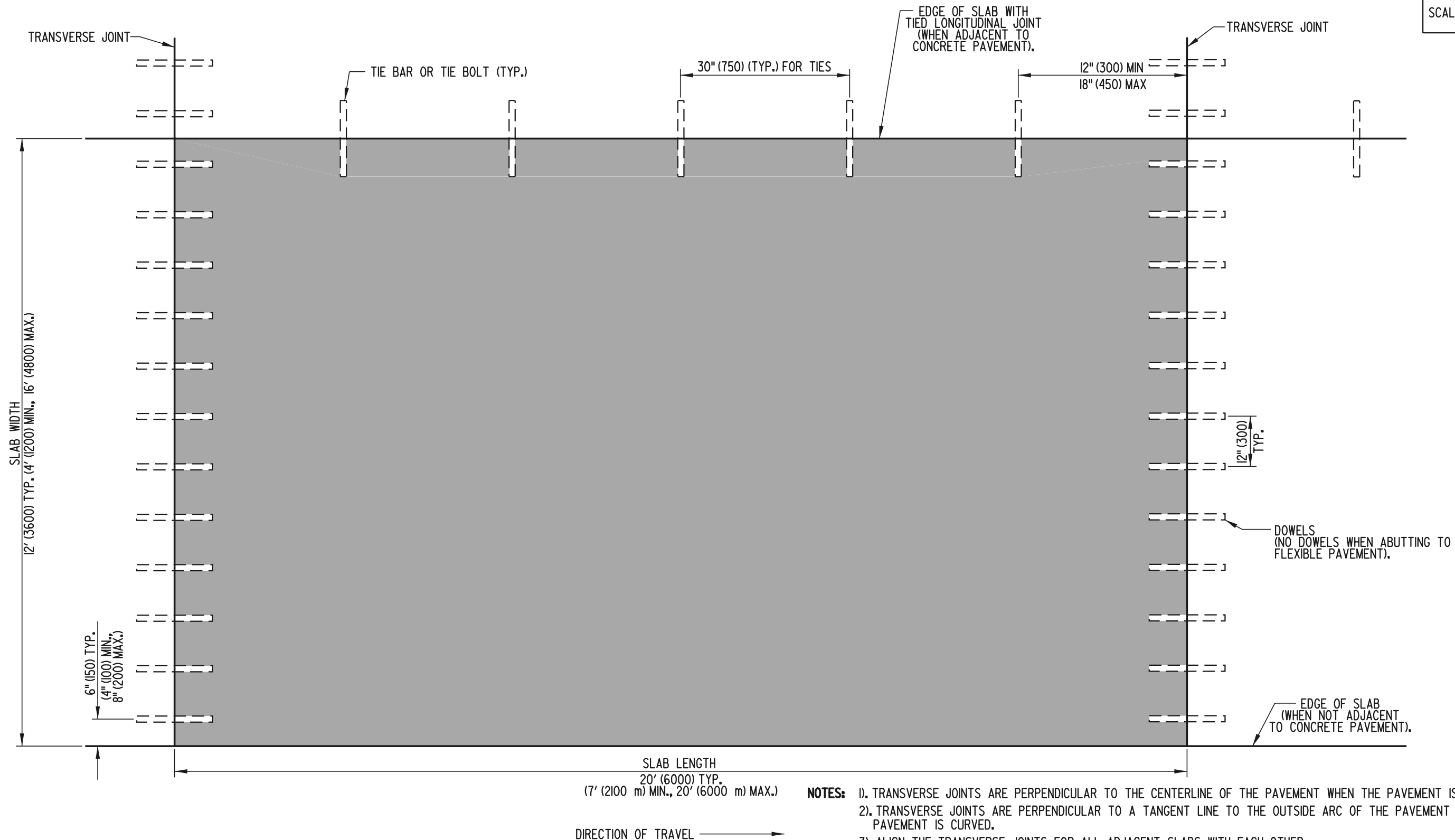
10/10/06
DATE

RECOMMENDED

Dan Smith
DESIGN ENGINEER

10/13/06
DATE

SCALE : N.T.S.



- NOTES:**
- 1). TRANSVERSE JOINTS ARE PERPENDICULAR TO THE CENTERLINE OF THE PAVEMENT WHEN THE PAVEMENT IS STRAIGHT.
 - 2). TRANSVERSE JOINTS ARE PERPENDICULAR TO A TANGENT LINE TO THE OUTSIDE ARC OF THE PAVEMENT WHEN THE PAVEMENT IS CURVED.
 - 3). ALIGN THE TRANSVERSE JOINTS FOR ALL ADJACENT SLABS WITH EACH OTHER.
 - 4). ABRUPT CHANGES IN PAVEMENT WIDTH MAY OCCUR ONLY AT THE TRANSVERSE JOINT LINE; LONGITUDINAL JOINTS SHALL BE CONTINUOUS WHENEVER POSSIBLE.
 - 5). LONGITUDINAL JOINTS SHOULD NOT BE LOCATED WITHIN PROPOSED WHEEL PATHS. THE WHEEL PATH IS GENERALLY LOCATED 2' (600) INSIDE OF THE LANE EDGE LINE OR CENTERLINE.

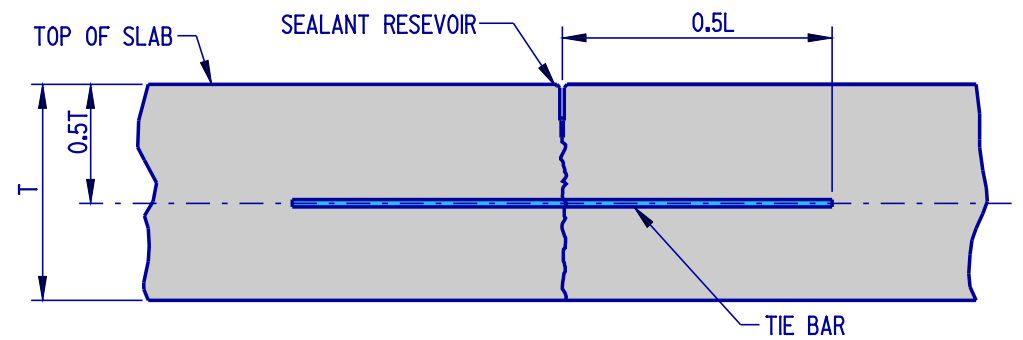
SLAB PLAN (WITH DOWEL AND TIE LOCATIONS)



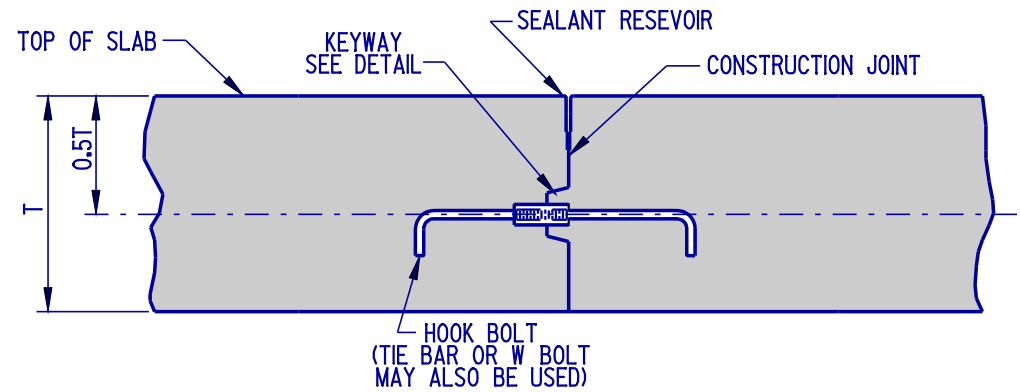
DELAWARE
DEPARTMENT OF TRANSPORTATION

P.C.C. PAVEMENT
STANDARD NO. P-1 (2001)
SHT. 1 OF 5

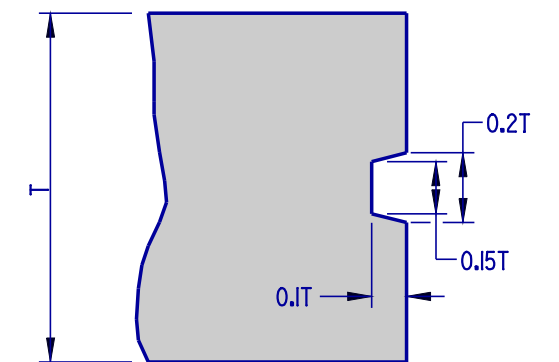
APPROVED *Ryan M. Hershman* **6/18/01**
CHIEF ENGINEER DATE
RECOMMENDED *Michael J. Glick* **6/18/01**
DESIGN ENGINEER DATE



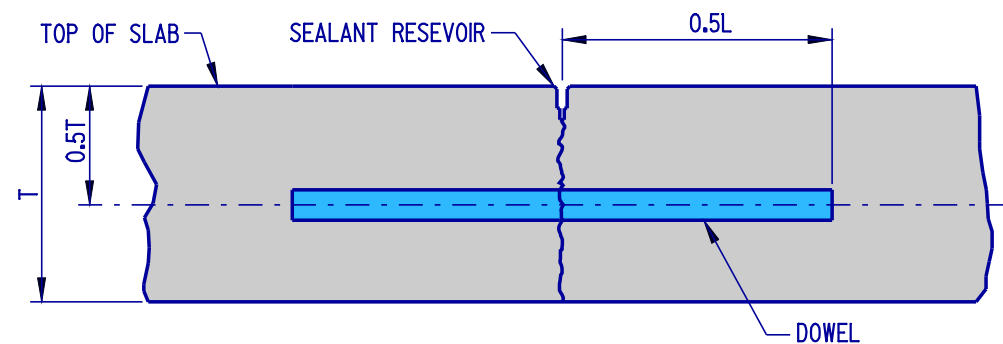
LONGITUDINAL SAW-CUT JOINT DETAIL



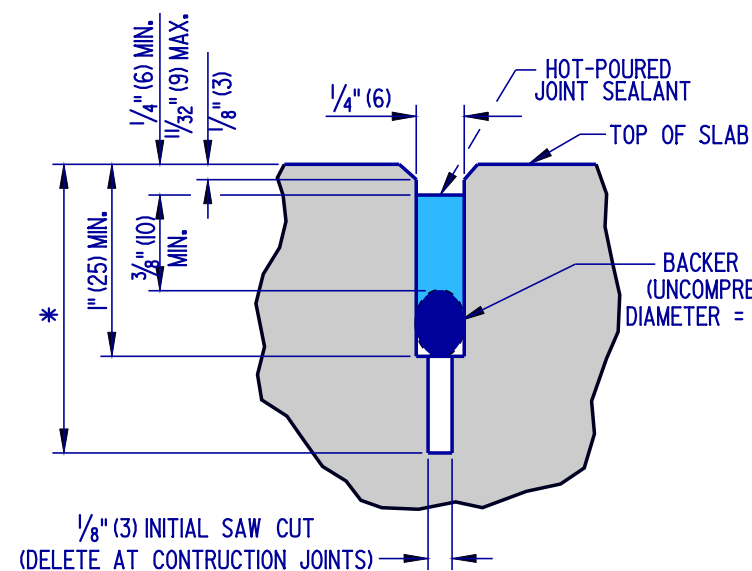
LONGITUDINAL CONSTRUCTION JOINT DETAIL



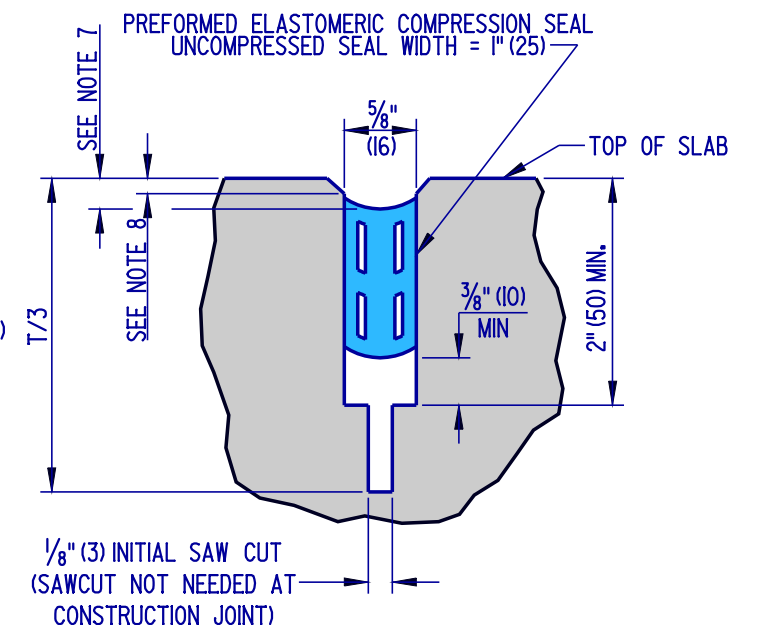
KEYWAY DETAIL



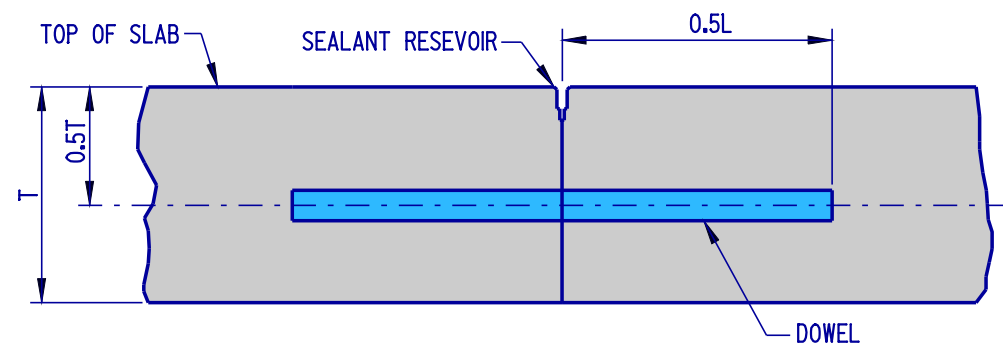
TRANSVERSE SAW-CUT JOINT DETAIL



**SEALANT DETAIL-
LONGITUDINAL JOINT**



**SEALANT DETAIL-
TRANSVERSE JOINT**



TRANSVERSE CONSTRUCTION JOINT DETAIL

* - 0.3T (10\" (250) P.C.C. PAVEMENT)
0.4T (12\" (300) P.C.C. PAVEMENT)

NOTES:

- 1). AS DIMENSIONED, THE WIDTH OF THE TRANSVERSE SEALANT RESERVOIR IS APPLICABLE WHEN THE TEMPERATURE OF THE PAVEMENT SURFACE IS BETWEEN 60°F (16°C) AND 80°F (27°C). WHEN THE TEMPERATURE IS BELOW 60°F (16°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16\" (2) WIDER. WHEN THE TEMPERATURE IS ABOVE 80°F (27°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16\" (2) NARROWER.
- 2). "T" REFERS TO THE ACTUAL CONSTRUCTED SLAB THICKNESS.
- 3). TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT RANGES SHALL BE PLUS 1/16\" (2), MINUS 0\" (0).
- 4). THE TOP EDGES OF THE CONTACT SURFACES OF THE SEALANT MATERIAL ON BOTH SIDES OF THE JOINT RESERVOIR SHALL BE AT THE SAME ELEVATION.
- 5). TRANSVERSE JOINT MATERIAL SHALL BE PLACED BEFORE LONGITUDINAL JOINT MATERIAL; THE TRANSVERSE JOINT MATERIAL SHALL BE CONTINUOUS FOR THE FULL WIDTH OF ALL ADJACENT P.C.C. PAVEMENT SLABS.
- 6). LONGITUDINAL JOINT MATERIAL SHALL BE PLACED WITHOUT GAPS WHENEVER INTERRUPTED BY THE TRANSVERSE JOINT MATERIAL.
- 7). TRANSVERSE JOINT SEAL TO BE RECESSED 3/16\" (5) TO 5/16\" (8) BELOW THE TOP OF THE SLAB.
- 8). A 45° CHAMFER SHALL BE CUT 1/8\" (3) TO 1/4\" (6) DEEP AT THE TOP OF THE SLAB ALONG BOTH SIDES OF THE TRANSVERSE SEALANT RESERVOIR.
- 9). THE TOP EDGES OF THE COMPRESSION SEAL SHALL BE IN FULL CONTACT WITH THE SLAB SIDES.

JOINT AND SEALANT DETAILS



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT

STANDARD NO. P-1 (2004)

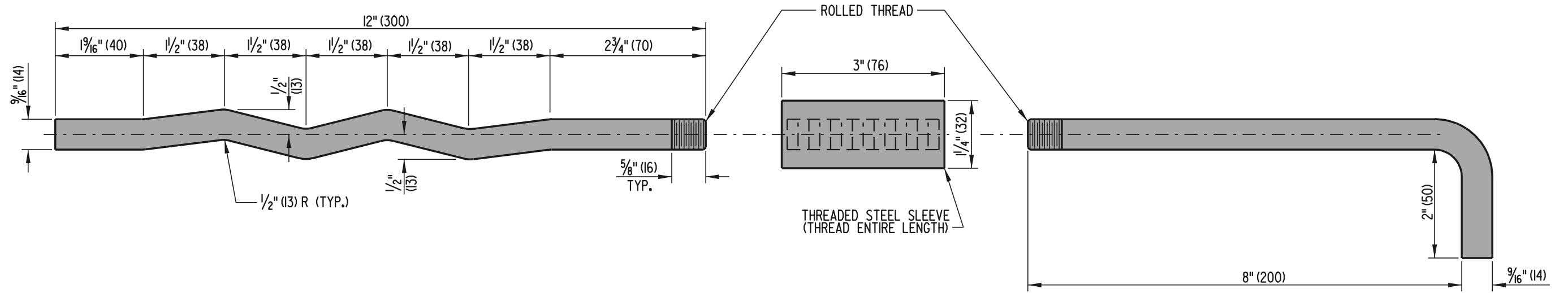
SHT. 2 OF 5

APPROVED

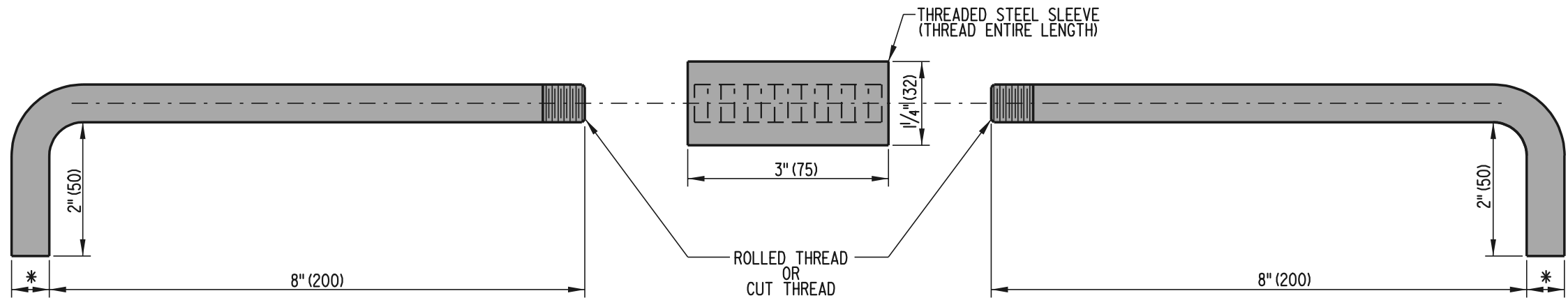
Carolann Wick
CHIEF ENGINEER
DATE **1/10/05**

RECOMMENDED

Dennis M. O'Flaherty
DESIGN ENGINEER
DATE **1/13/05**

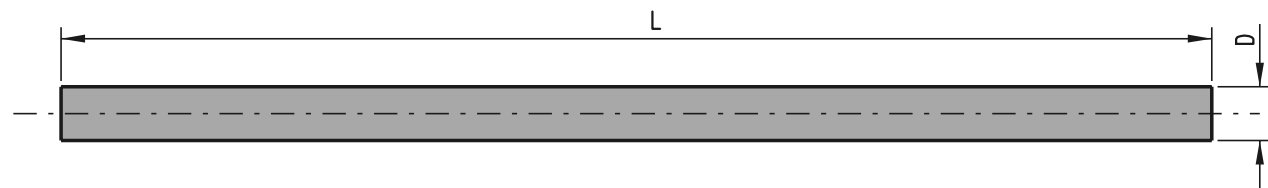


W BOLT



HOOK BOLT

* -1 1/16" (17) ROLLED THREADS
3/4" (19) CUT THREADS



DOWEL & TIE BAR

DOWEL & TIE BAR CHART				
SLAB THICKNESS	DOWEL		TIE BAR	
	D	L	D	L
10" (250)	1 1/4" (32)	18" (450)	5/8" (16)	30" (750)
12" (300)	1 1/2" (38)	20" (500)	5/8" (16)	30" (750)



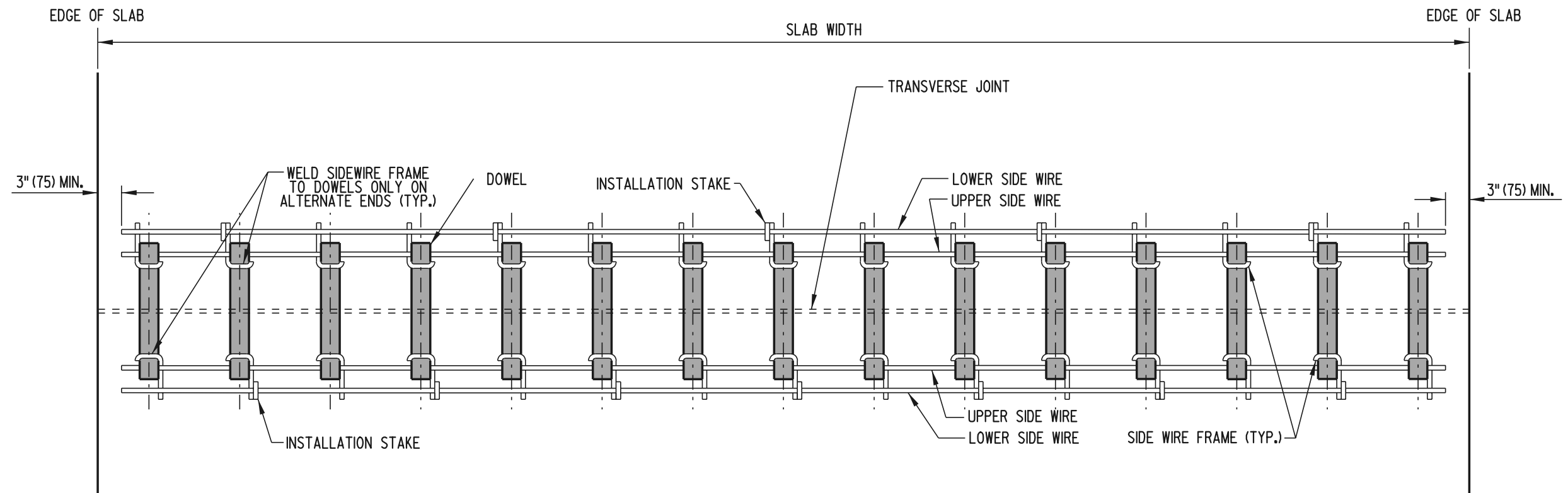
DELAWARE
DEPARTMENT OF TRANSPORTATION

P.C.C. PAVEMENT
STANDARD NO. P-1 (2001)

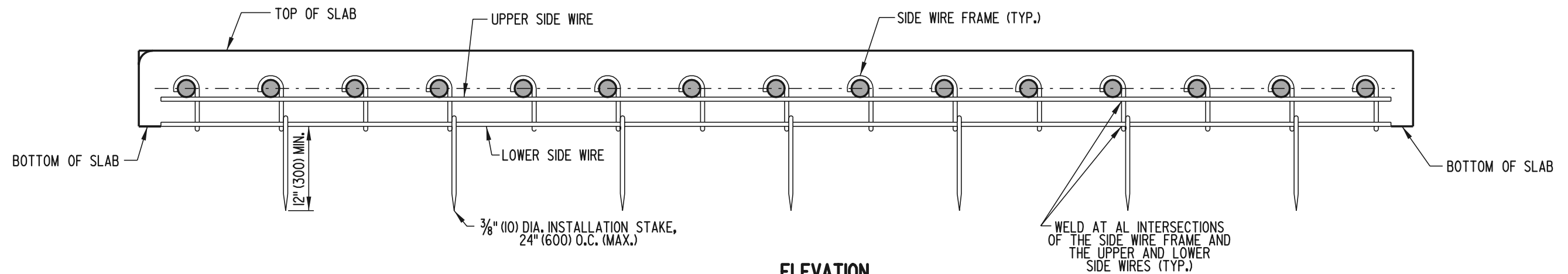
SHT. 3 OF 5

APPROVED *Ryan M. Hershman* 6/18/01
RECOMMENDED *Michael P. Gotsch* 6/18/01

SCALE : N.T.S.



PLAN



ELEVATION

DOWEL SUPPORT BASKET



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT

STANDARD NO. P-1 (2001)

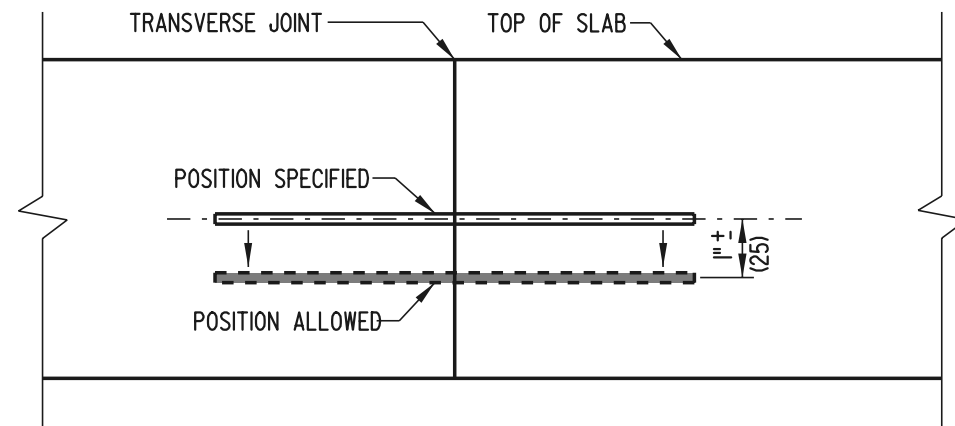
SHT. 4 OF 5

APPROVED

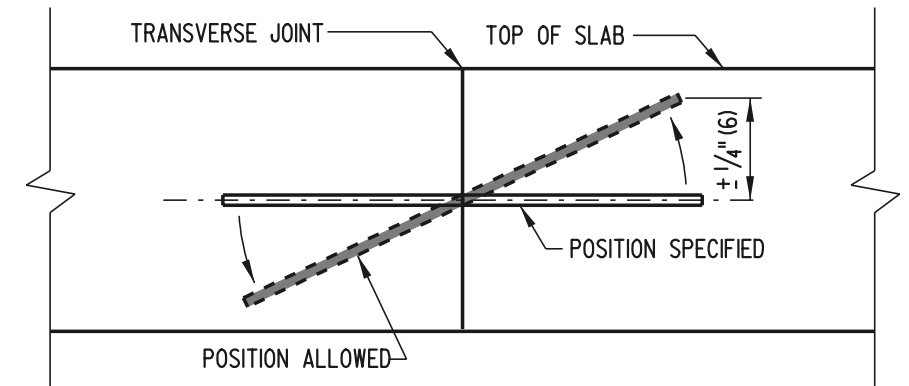
Ryan M. Harkness **6/18/01**
CHIEF ENGINEER DATE

RECOMMENDED

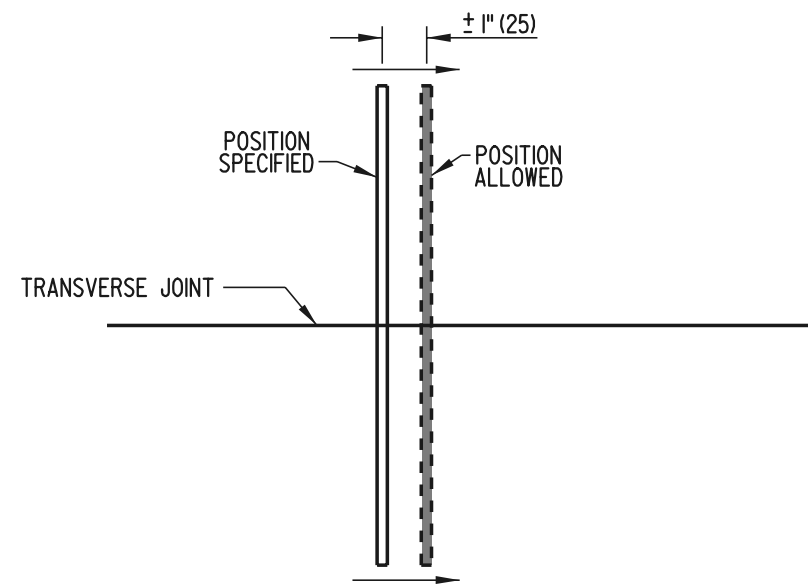
Michael P. Gotsch **6/18/01**
DESIGN ENGINEER DATE



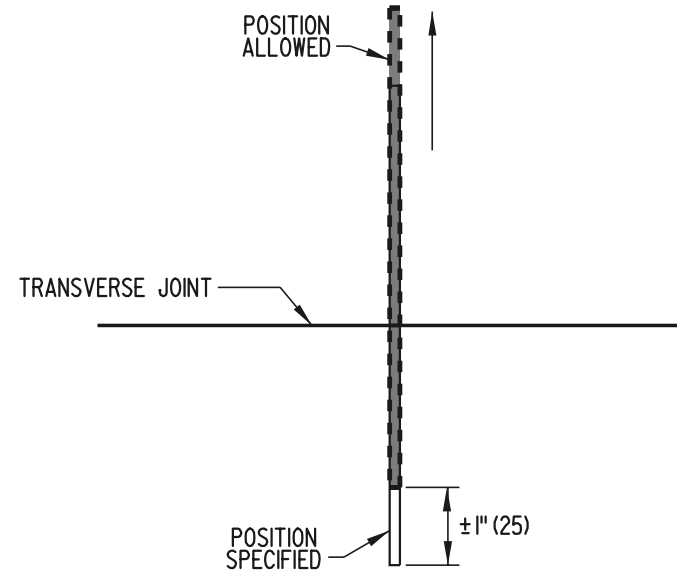
VERTICAL TRANSLATION



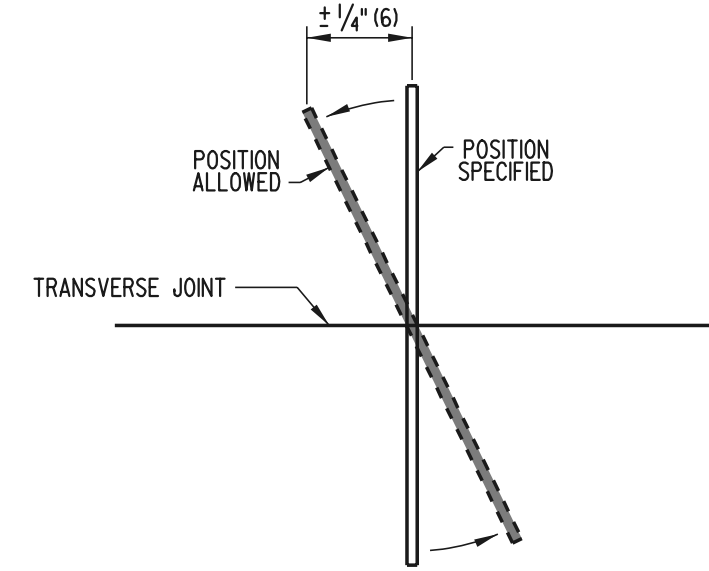
VERTICAL ROTATION



HORIZONTAL TRANSLATION



LONGITUDINAL TRANSLATION



HORIZONTAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT

STANDARD NO. P-1 (2001)

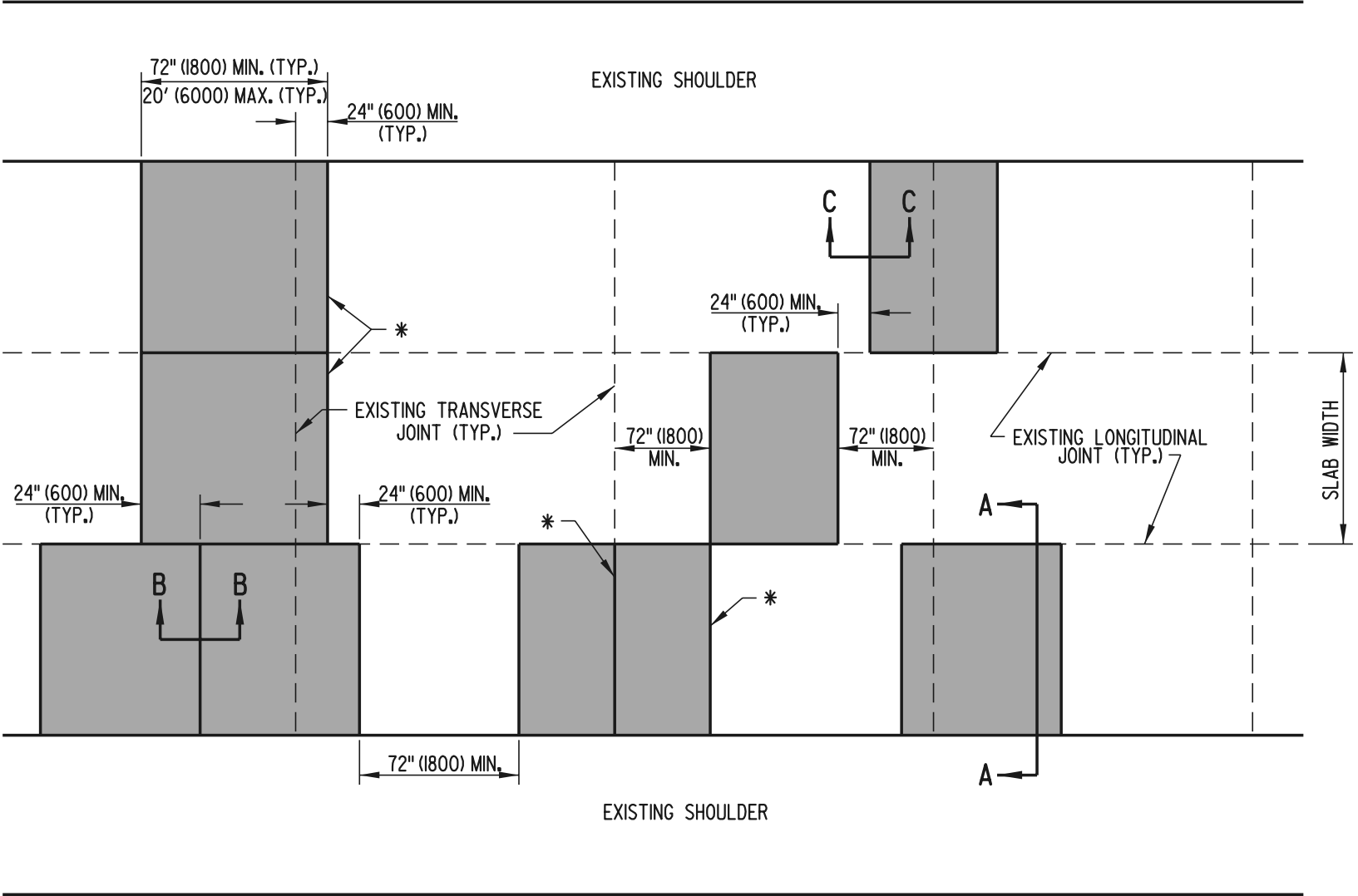
SHT. 5 OF 5

APPROVED

Ryan M. Harkness **6/18/01**
CHIEF ENGINEER DATE

RECOMMENDED

Michael R. G. G. **6/18/01**
DESIGN ENGINEER DATE



PLAN

*- PROPOSED LOCATIONS FOR TRANSVERSE JOINTS SHALL EXACTLY MATCH THE ALIGNMENT OF THE FINAL (EXISTING OR RELOCATED) TRANSVERSE JOINTS IN ALL IMMEDIATELY ADJACENT LANES.

- NOTES:**
- 1). WHEN REPAIRING EXISTING TRANSVERSE JOINTS, THE PATCH SHALL EXTEND A MINIMUM OF 24" (600) THROUGH THE EXISTING JOINT, WHICH WILL RELOCATE THE JOINT.
 - 2). PROPOSED LOCATIONS FOR TRANSVERSE JOINTS, WHEN NOT ALIGNED WITH THE FINAL EXPECTED TRANSVERSE JOINT LOCATIONS IN THE IMMEDIATELY ADJACENT LANES, SHALL BE OFFSET A MINIMUM OF 24" (600) FROM THE AFOREMENTIONED JOINTS.
 - 3). THE LONGITUDINAL JOINT ALIGNMENT SHALL BE STRAIGHT AND CONTINUOUS THROUGH THE REPAIRED AREA.

FULL DEPTH PATCH



DELAWARE
DEPARTMENT OF TRANSPORTATION

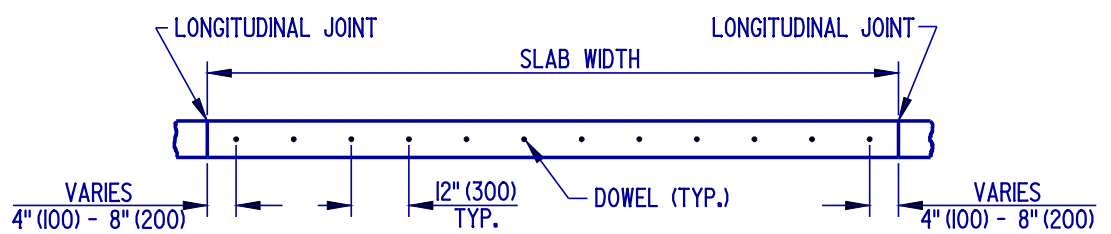
P.C.C. PAVEMENT PATCHING

STANDARD NO. P-2 (2001)

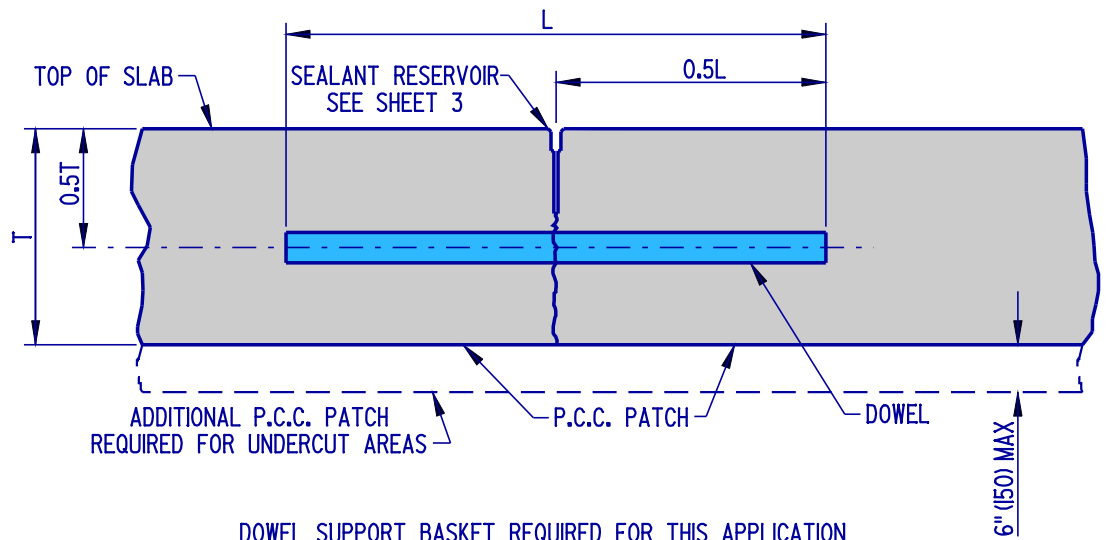
SHT. 1 OF 5

APPROVED *Ryan M. Hershman* 6/18/01
CHIEF ENGINEER DATE

RECOMMENDED *Mehmet Akpinar* 6/18/01
DESIGN ENGINEER DATE



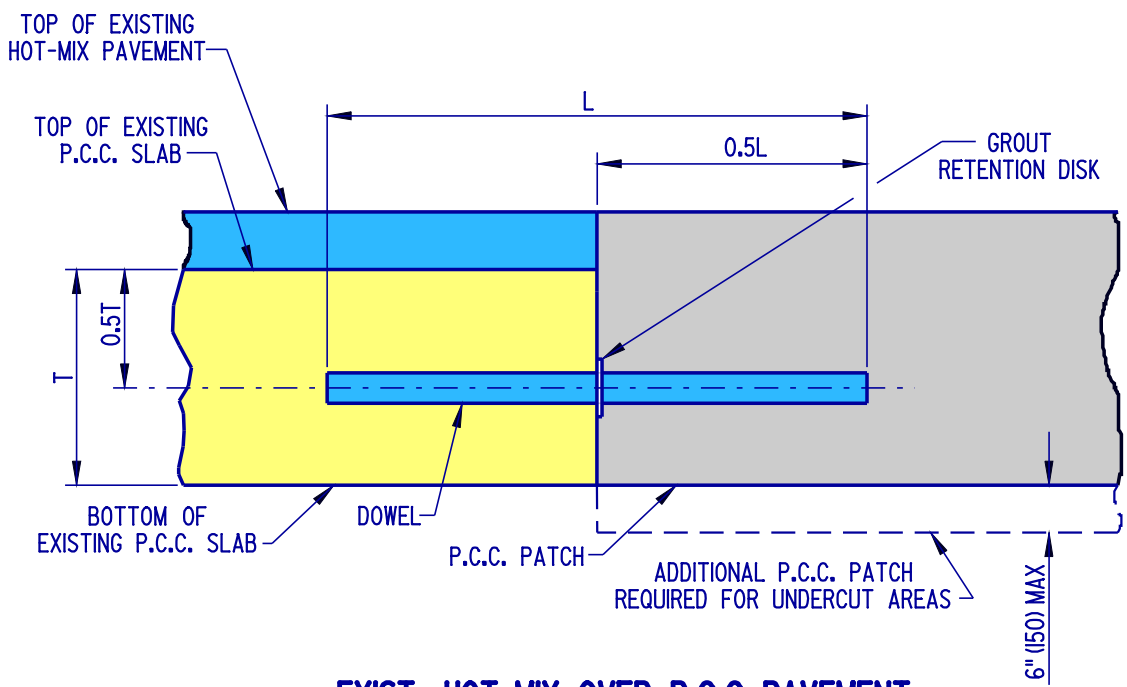
SECTION A-A



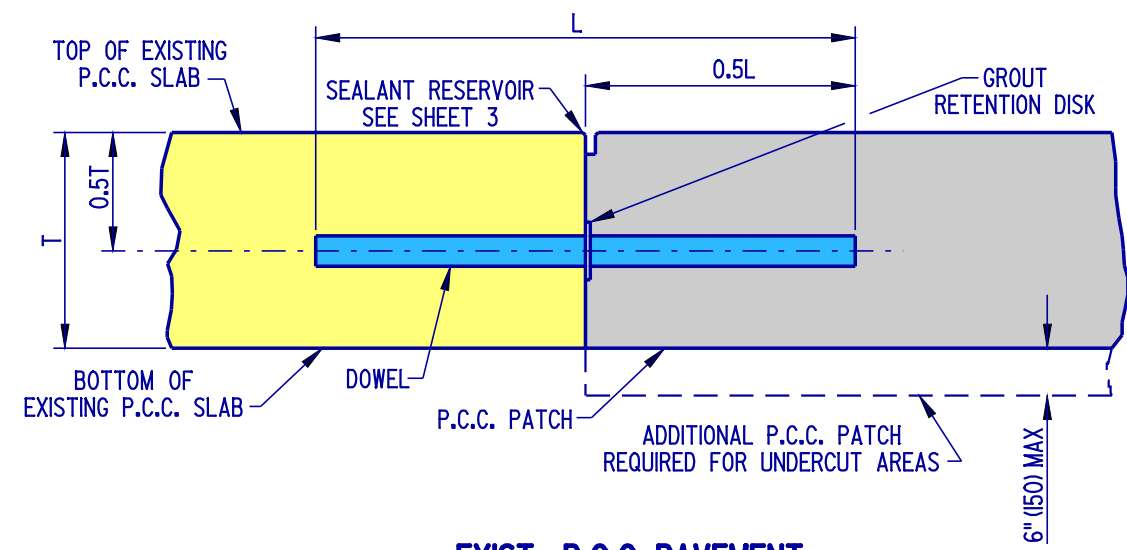
DOWEL SUPPORT BASKET REQUIRED FOR THIS APPLICATION
(REFER TO STANDARD CONSTRUCTION DETAIL FOR P.C.C. PAVEMENT.)

SECTION B-B

TRANSVERSE SAW-CUT USED FOR
JOINTS LOCATED WITHIN THE PATCH



EXIST. HOT-MIX OVER P.C.C. PAVEMENT



EXIST. P.C.C. PAVEMENT

SECTION C-C

TRANSVERSE CONSTRUCTION JOINT USED ON
JOINTS BETWEEN EXISTING PAVEMENT AND PATCH

FULL DEPTH PATCH



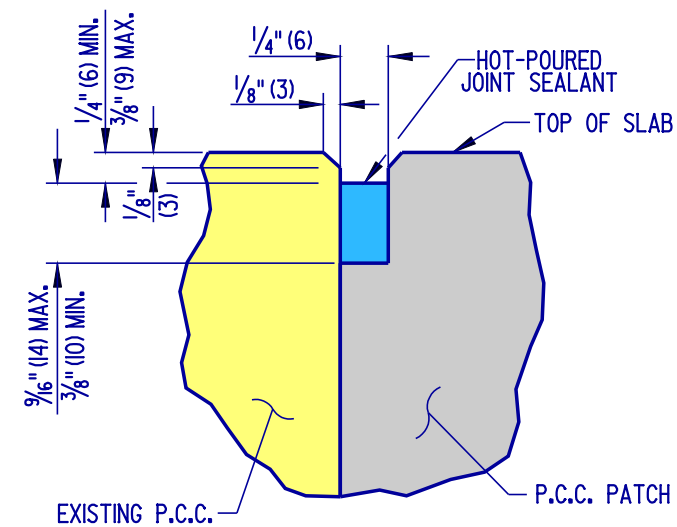
DELAWARE
DEPARTMENT OF TRANSPORTATION

P.C.C.PAVEMENT PATCHING

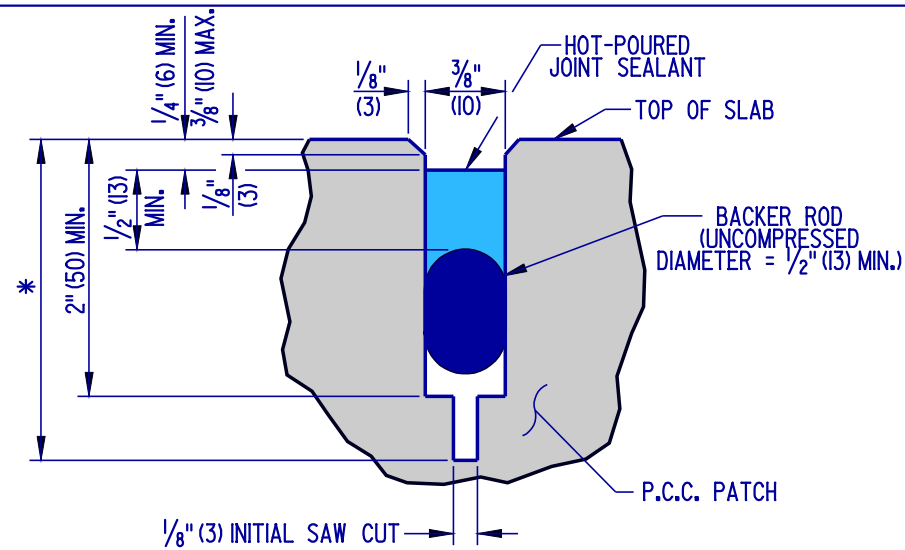
STANDARD NO.	P-2 (2004)	SHT.	2	OF	5
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APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE

RECOMMENDED *Dennis M. O'Flaherty* 1/3/05
DESIGN ENGINEER DATE

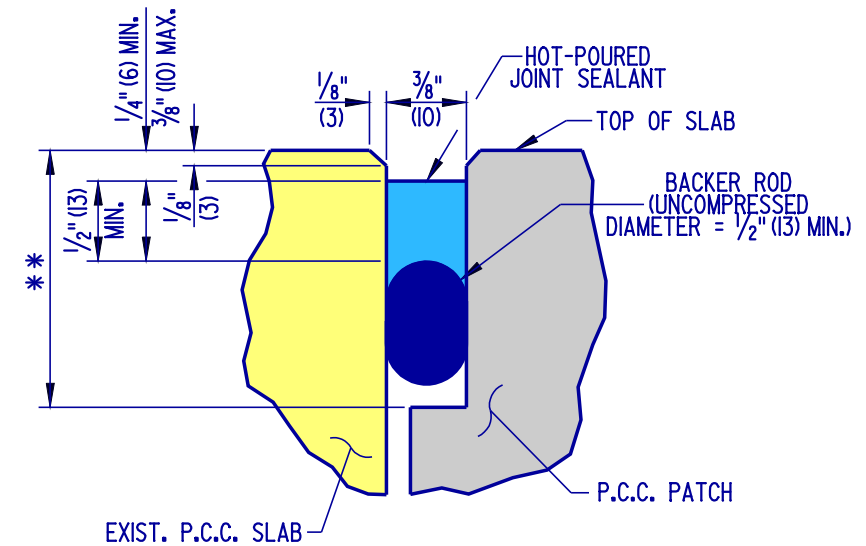


**SEALANT DETAIL-
LONGITUDINAL JOINT**



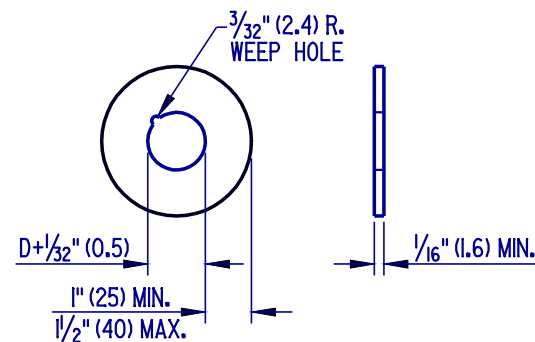
* - 0.3T (T < 10" (250) P.C.C. PAVEMENT)
0.4T (T > 10" (250) P.C.C. PAVEMENT)

**SEALANT DETAIL-
TRANSVERSE SAW-CUT JOINT**



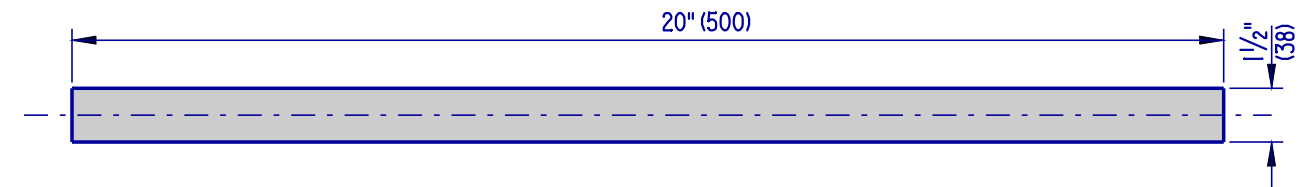
** - 2" (50) MIN. WITH BACKER ROD
5/8" (16) MIN. WITH BOND BREAKER TAPE

**SEALANT DETAIL-
TRANSVERSE CONSTRUCTION JOINT**



D - DOWEL DIAMETER (INCLUDING
PROTECTING COATINGS, IF ANY.)

GROUT RETENTION DISK



DOWEL BAR

NOTES:

1. AS DIMENSIONED, THE WIDTH OF THE TRANSVERSE SEALANT RESERVOIR IS APPLICABLE WHEN THE TEMPERATURE OF THE PAVEMENT SURFACE IS BETWEEN 60°F (16°C) AND 80°F (27°C). WHEN THE TEMPERATURE IS BELOW 60°F (16°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16" (2) WIDER. WHEN THE TEMPERATURE IS ABOVE 80°F (27°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16" (2) NARROWER.
2. "T" REFERS TO THE EXISTING "AS-BUILT" SLAB THICKNESS.
3. TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT RANGES SHALL BE PLUS 1/16" (2), MINUS 0" (0).
4. THE TOP EDGES OF THE CONTACT SURFACES OF THE SEALANT MATERIAL ON BOTH SIDES OF THE JOINT RESERVOIR SHALL BE AT THE SAME ELEVATION.

FULL DEPTH PATCH



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

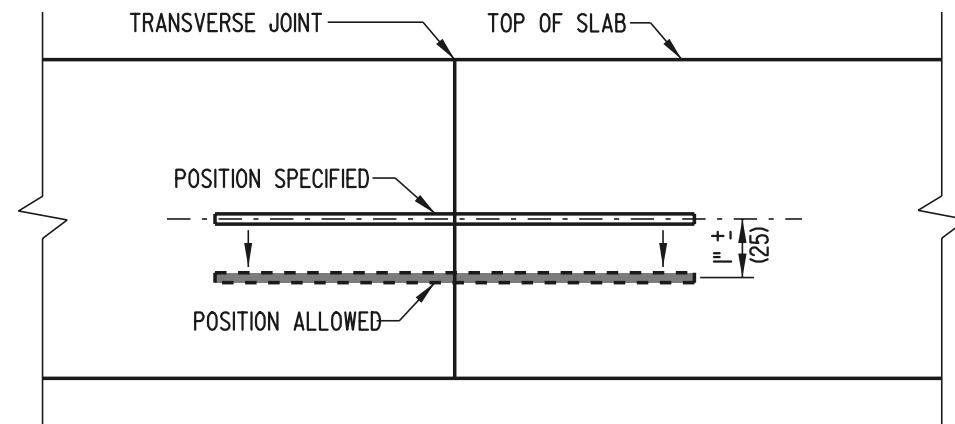
P.C.C. PAVEMENT PATCHING

STANDARD NO. P-2 (2004)

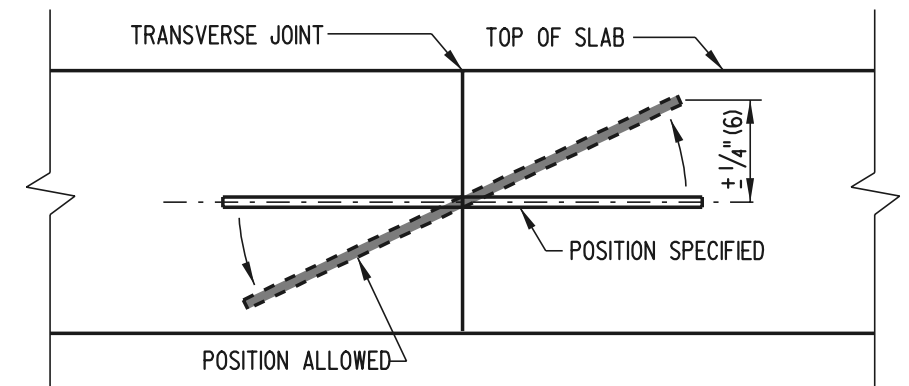
SHT. 3 OF 5

APPROVED *Carolann Wicks* **1/10/05**
CHIEF ENGINEER DATE

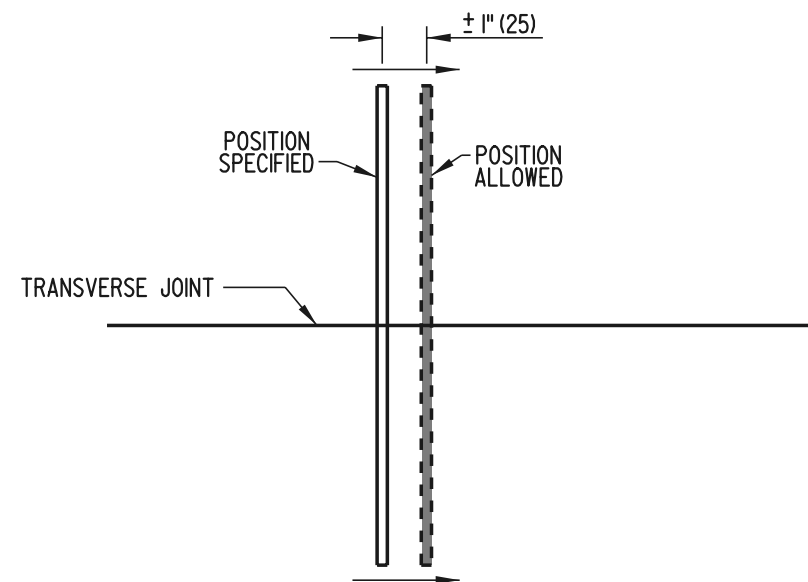
RECOMMENDED *Dennis M. O'Flaherty* **1/13/05**
DESIGN ENGINEER DATE



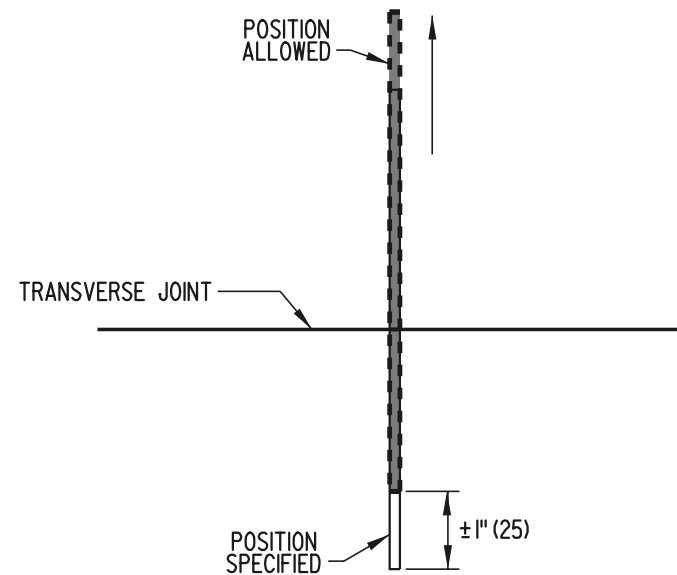
VERTICAL TRANSLATION



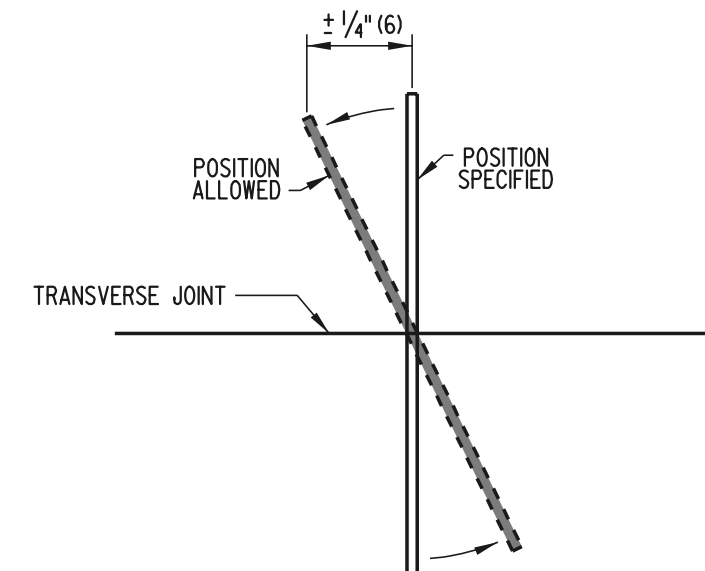
VERTICAL ROTATION



HORIZONTAL TRANSLATION



LONGITUDINAL TRANSLATION



HORIZONTAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES

FULL DEPTH PATCH



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT PATCHING

STANDARD NO. P-2 (2001)

SHT. 4 OF 5

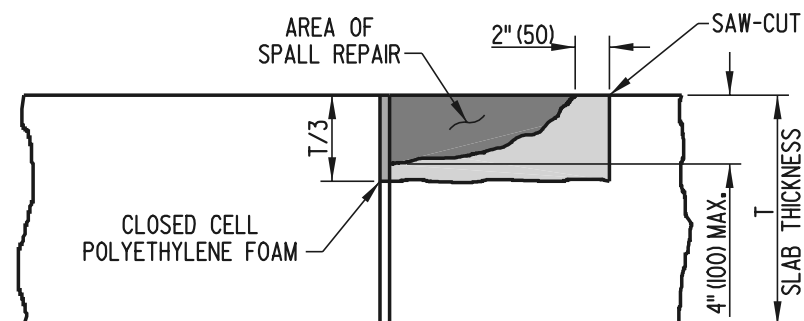
APPROVED

Ryan M. Harkness **6/18/01**
CHIEF ENGINEER DATE

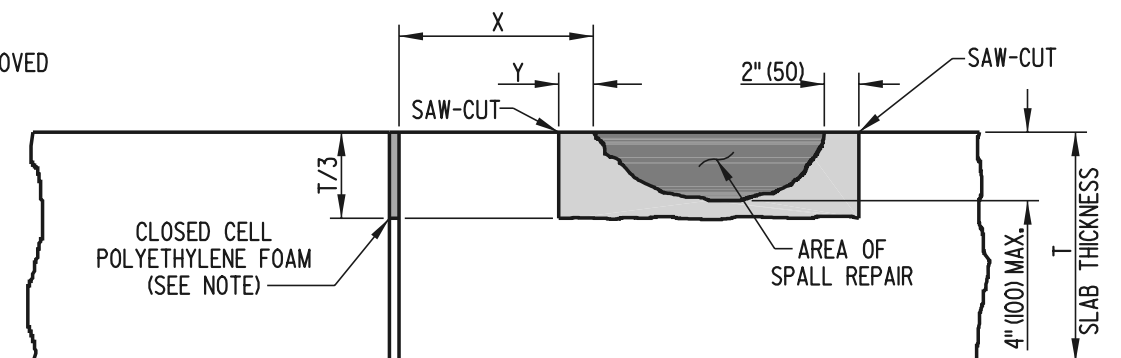
RECOMMENDED

Michael R. Gotsch **6/18/01**
DESIGN ENGINEER DATE

NOTE: CLOSED CELL POLYETHYLENE FOAM SHALL BE THE SAME WIDTH AS THE JOINT AND 5" (125) IN DEPTH. AFTER THE CONCRETE IN THE REPAIR AREA HAS ACHIEVED THE SPECIFIED STRENGTH, THE FOAM SHALL BE REMOVED AND REPLACED WITH BACKER ROD AND HOT-POUR SEALANT MEETING ALL APPLICABLE STANDARD DETAILS AND SPECIFICATIONS.

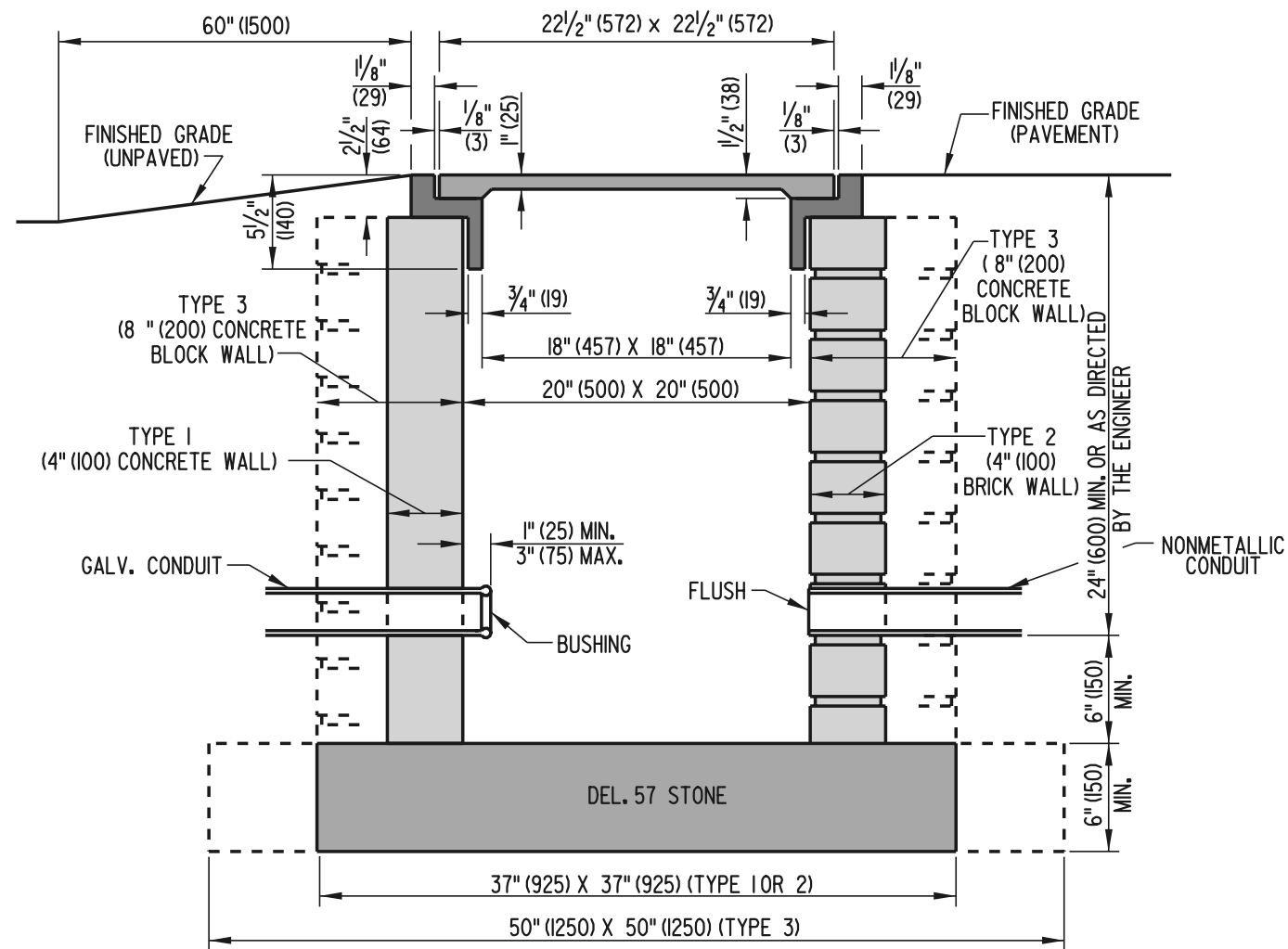


SECTION WITH SPALL ADJACENT TO JOINT

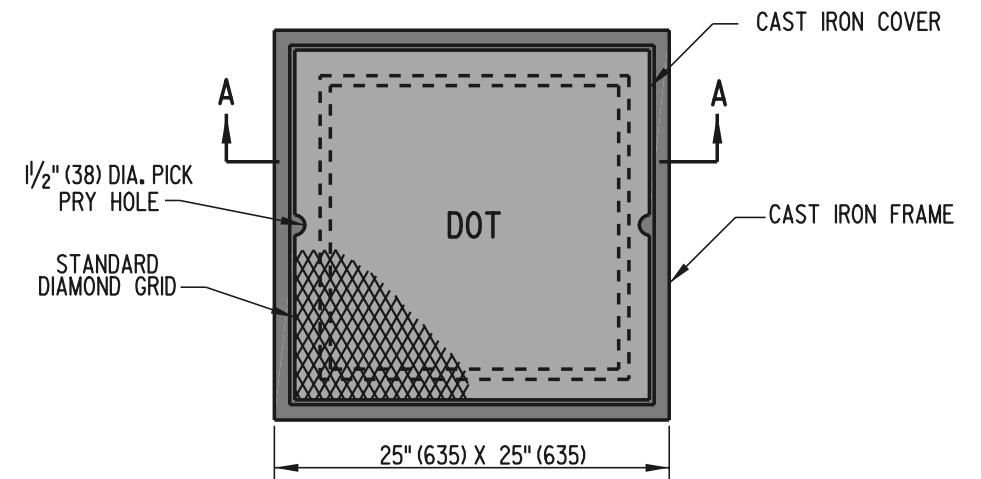


SECTION WITH SPALL NOT ADJACENT TO JOINT

NOTE: WHEN $X > 12"$ (300), THEN $Y=1"$ (25) AND POLYETHYLENE FOAM IS NOT USED.
WHEN $X \leq 12"$ (300), THEN $Y=X$ AND POLYETHYLENE FOAM IS USED.



SECTION A-A



PLAN VIEW

- NOTES:**
- 1). TYPE 1 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" (125) DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
 - 2). TYPE 2 AND TYPE 3 CONDUIT JUNCTION WELLS SHALL BE BRICK AND WILL CONFORM TO STANDARD SPECIFICATIONS FOR BRICK MASONRY. JOINTS SHALL BE CONCAVE TYPE. TYPE 2 WALLS WILL BE A NOMINAL 4" (100) THICK. TYPE 3 WALL WILL BE A NOMINAL 8" (200) THICK.
 - 3). TYPE 2 AND TYPE 3 CONDUIT JUNCTION WELLS SHALL NOT BE PLACED UNDER ANY TYPE OF PAVEMENT.
 - 4). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.

PLAN SYMBOL



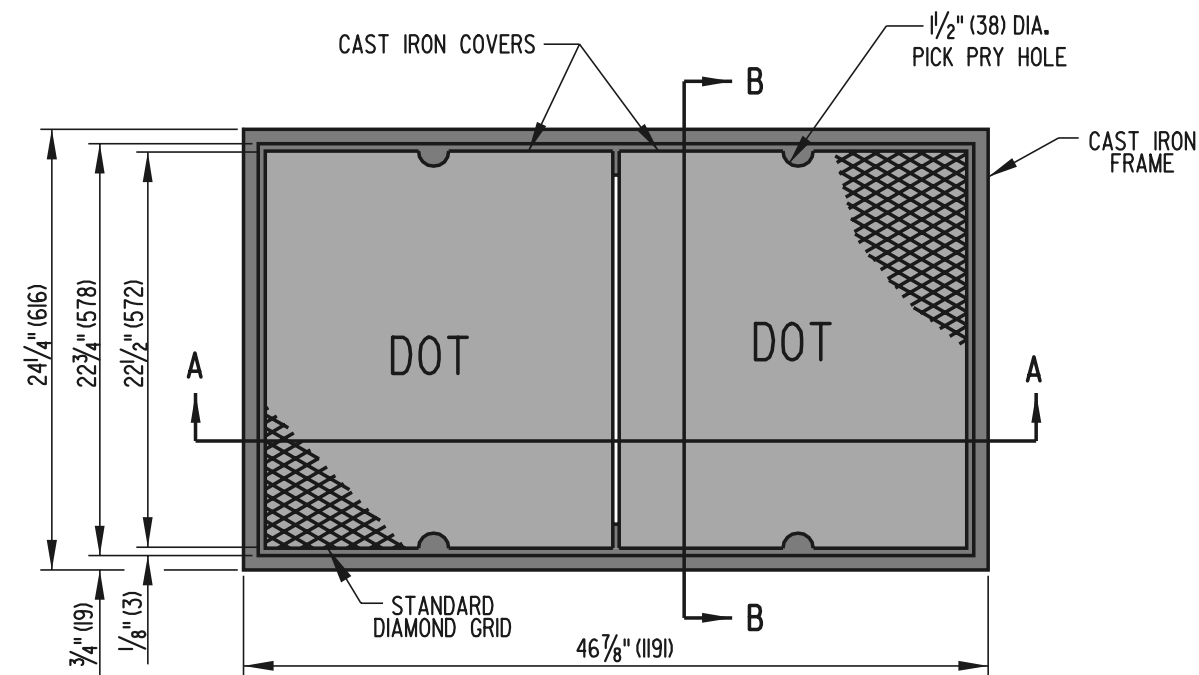
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

CONDUIT JUNCTION WELL, TYPES 1, 2, AND 3

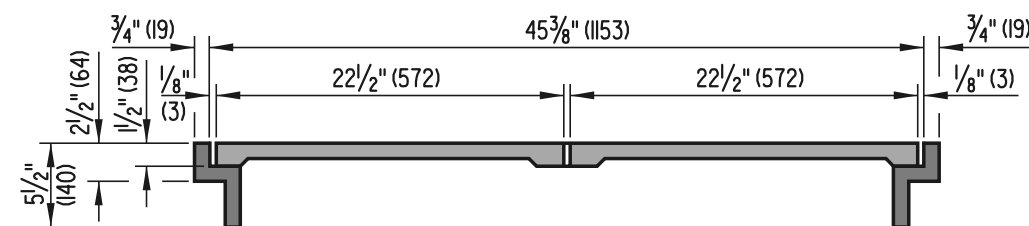
STANDARD NO. T-1 (2002)

SHT. 1 OF 1

APPROVED *Caution Wicks* *9/6/02*
CHIEF ENGINEER DATE
RECOMMENDED *Theresa Delph* *8/19/02*
DESIGN ENGINEER DATE

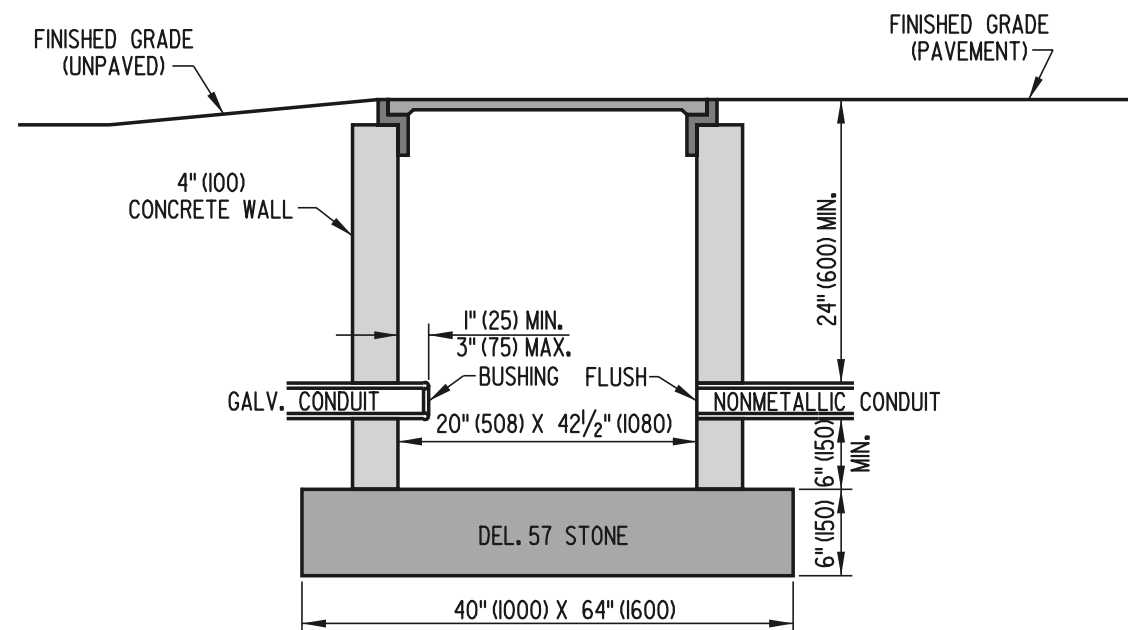


PLAN VIEW



SECTION A-A

- NOTES: 1). TYPE 4 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" (125) DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.



SECTION B-B

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 4

STANDARD NO.

T-2 (2002)

SHT.

1

OF

1

APPROVED

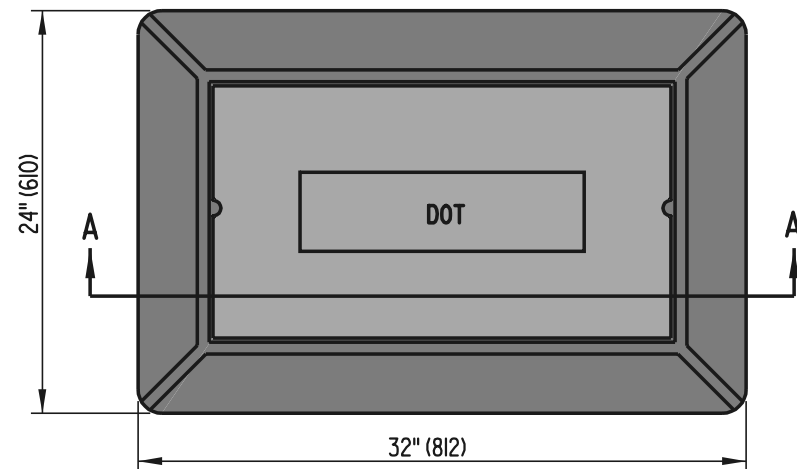
Caudam Wicks
CHIEF ENGINEER

9/6/02
DATE

RECOMMENDED

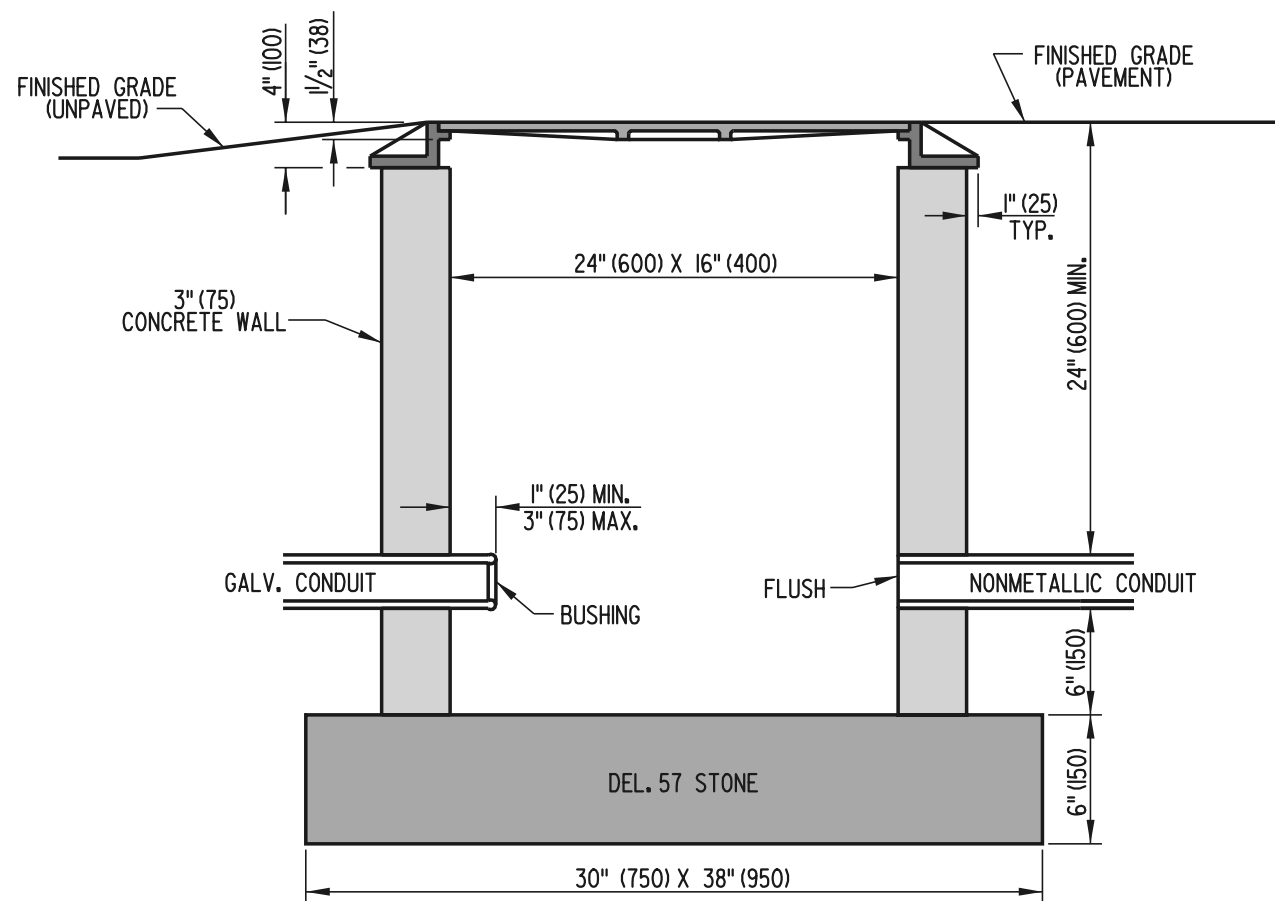
Thurman Alpert
DESIGN ENGINEER

8/19/02
DATE



PLAN VIEW

- NOTES: 1). TYPE 5 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" (125) DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.



SECTION A-A

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 5

STANDARD NO.

T-3 (2002)

SHT.

1

OF

1

APPROVED

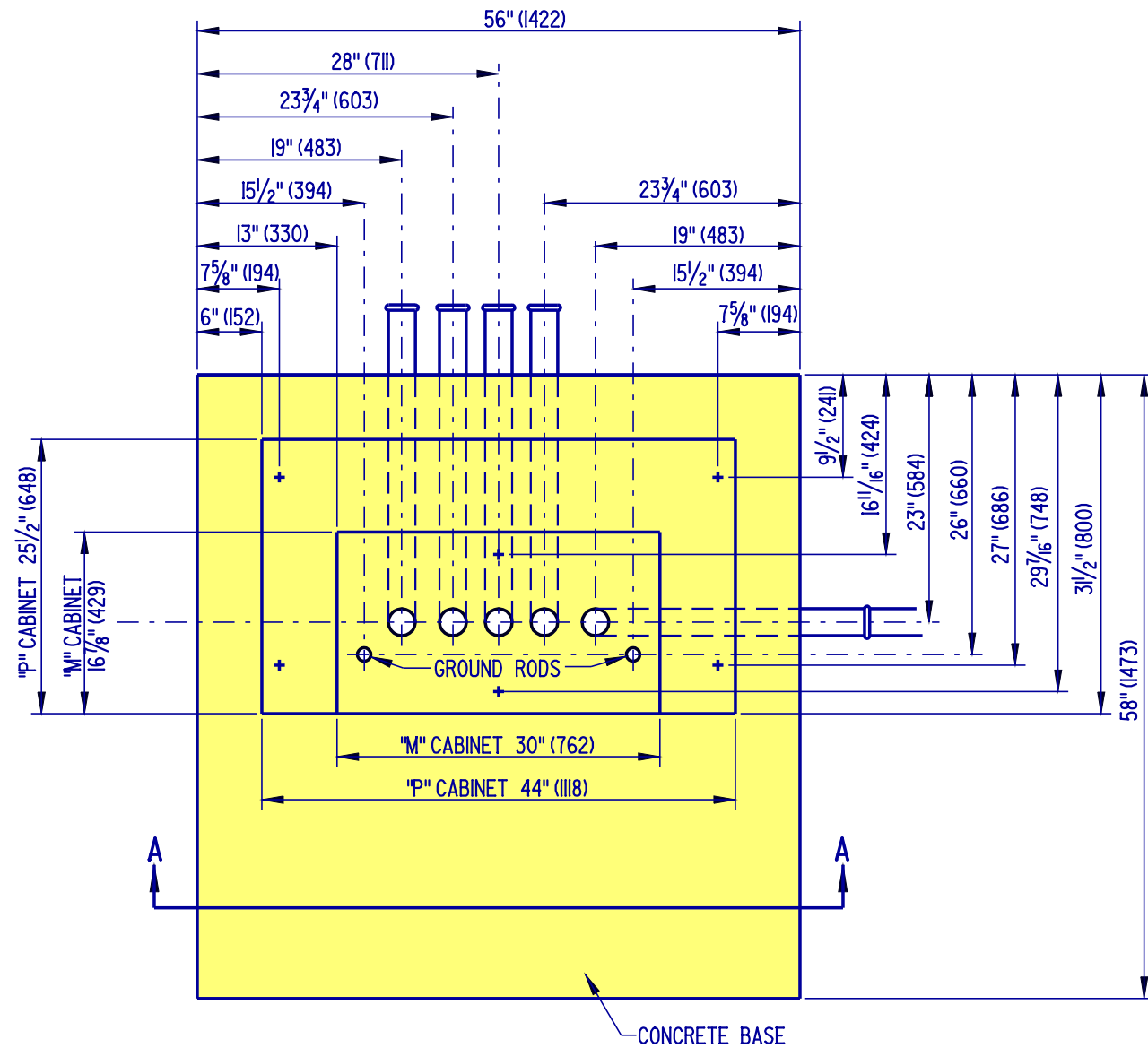
Caroleen Wicks
CHIEF ENGINEER

9/6/02
DATE

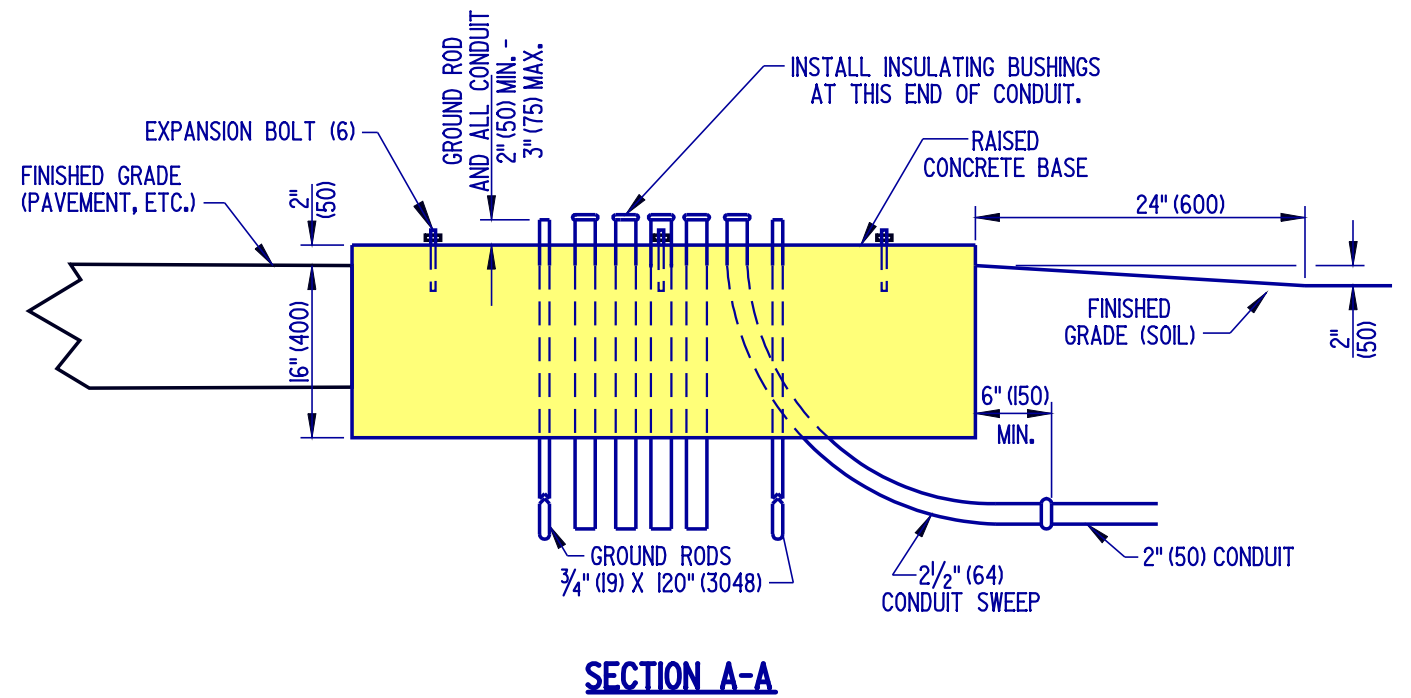
RECOMMENDED

Theresa Delph
DESIGN ENGINEER

8/19/02
DATE



PLAN VIEW



CONCRETE CABINET BASE

PLAN SYMBOL

CA
P



DELAWARE
DEPARTMENT OF TRANSPORTATION

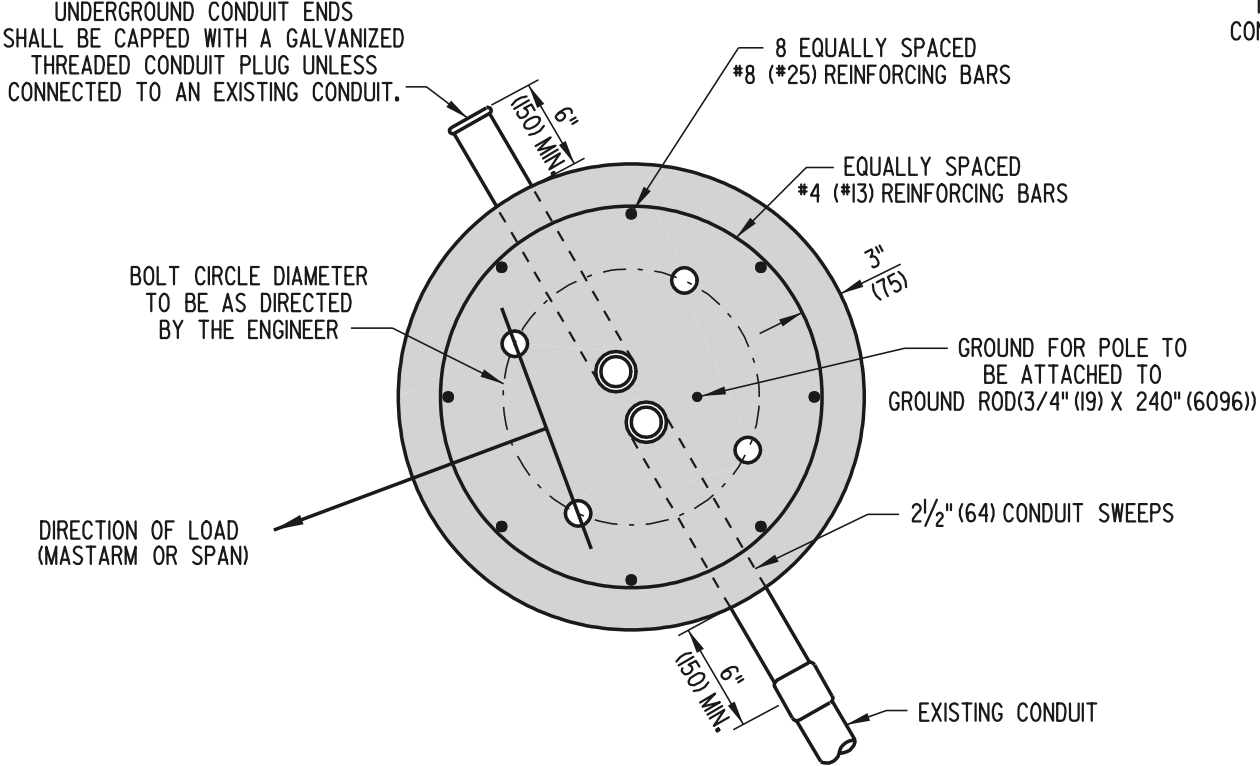
CABINET BASES (TYPES 'M' & 'P')

STANDARD NO. T-4 (2004)

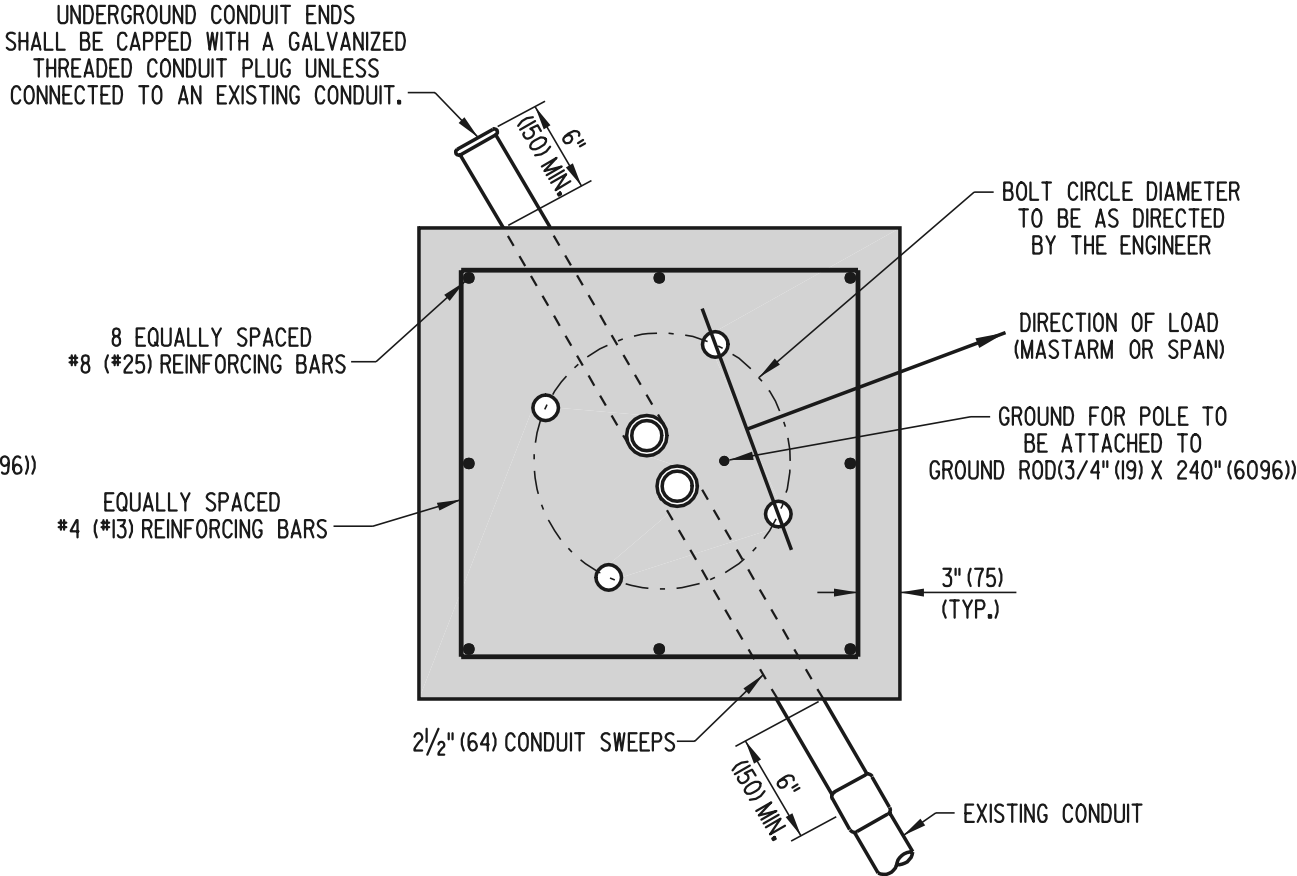
SHT. 1 OF 1

APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE

RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE



ROUND BASE



SQUARE BASE

NOTE: BASE DEPENDENT ON POLE AND EQUIPMENT TO BE ATTACHED.

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

POLE BASES

STANDARD NO. T-5 (2002)

SHT. 1 OF 3

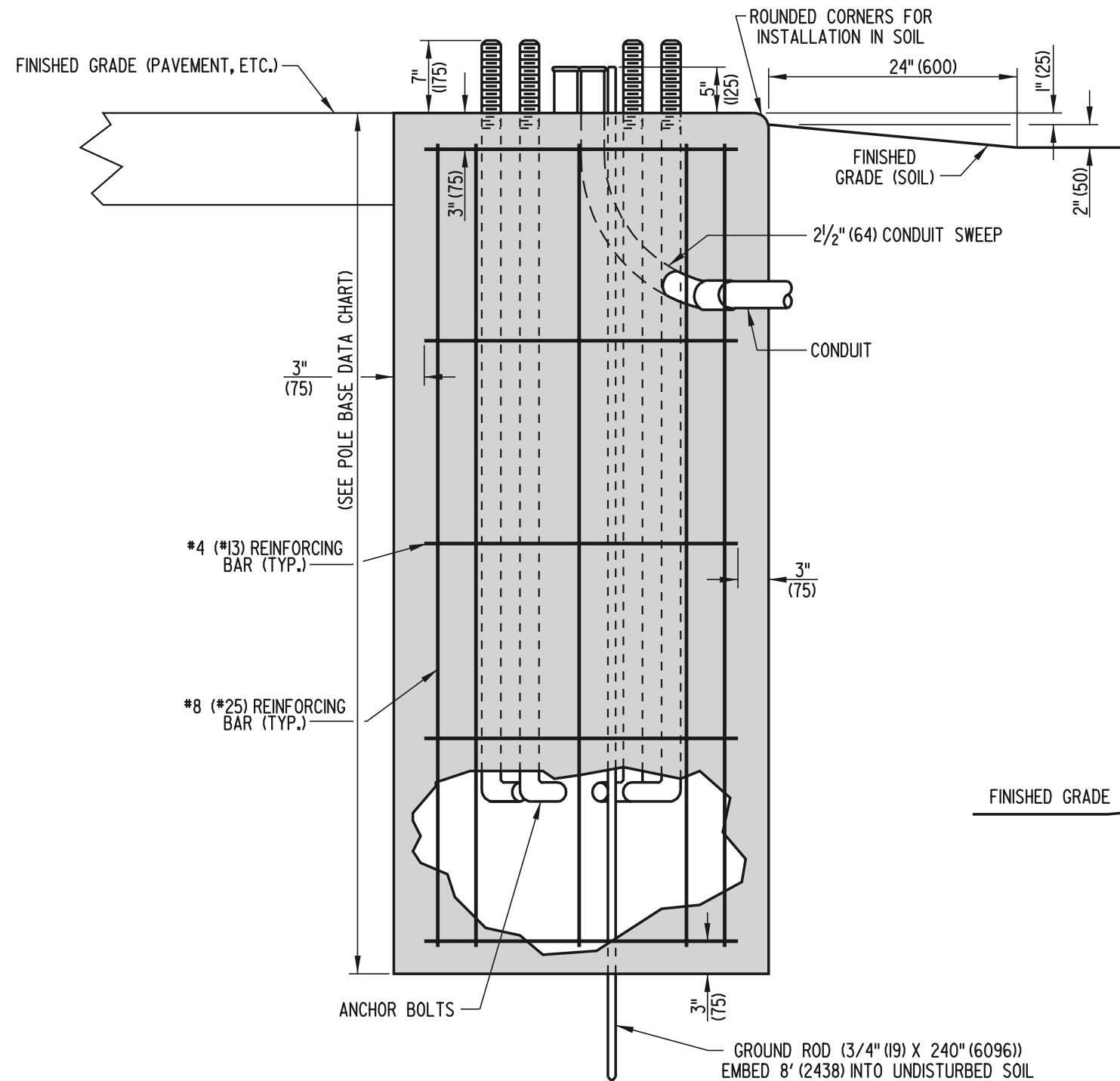
APPROVED

Caroleen Wicks 9/6/02
CHIEF ENGINEER DATE

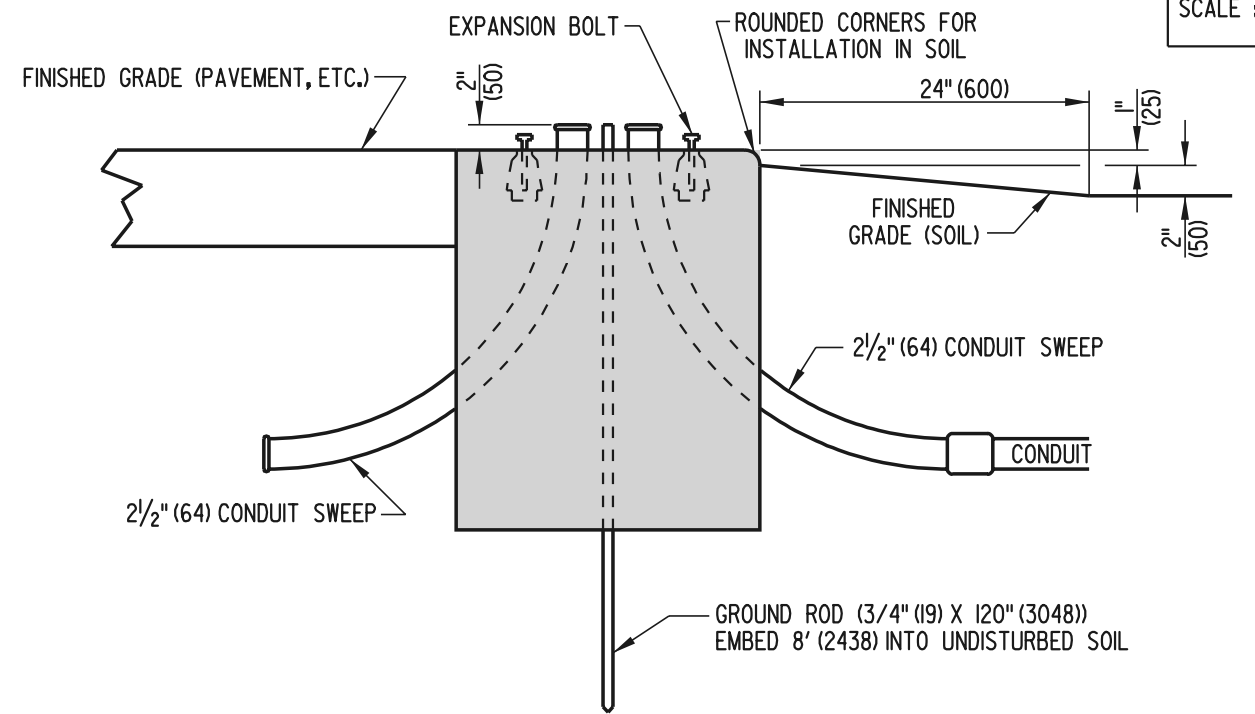
RECOMMENDED

Theresa Delph 8/19/02
DESIGN ENGINEER DATE

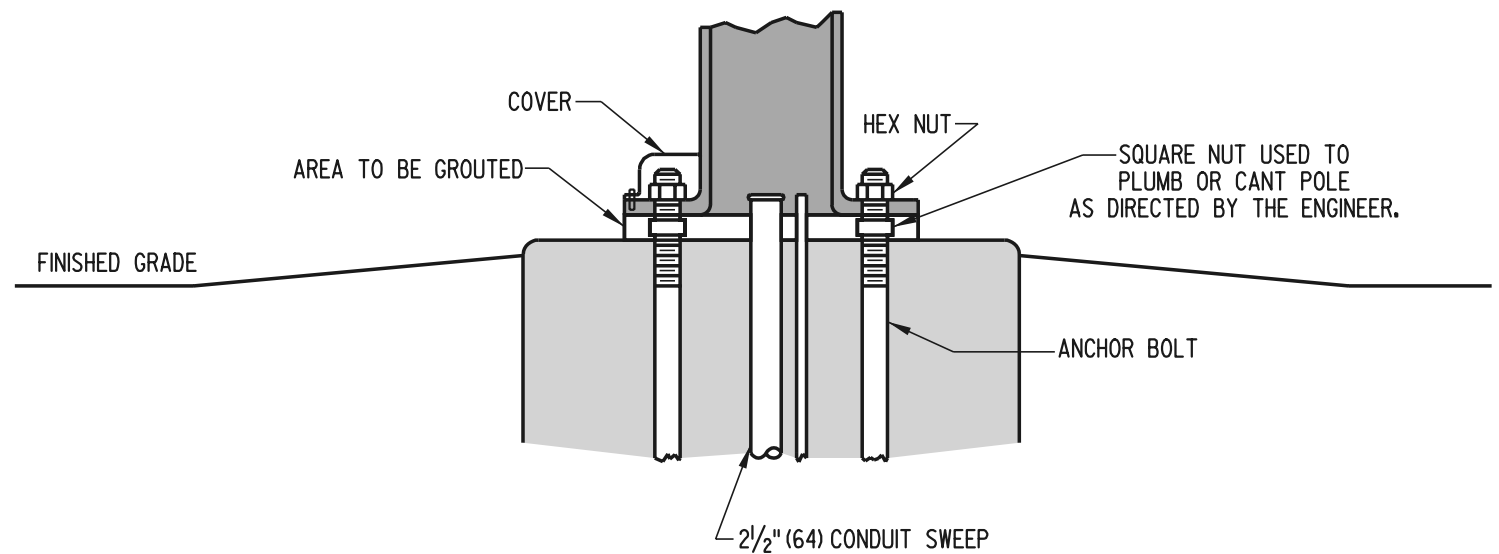
SCALE : N.T.S.



TYPICAL SECTION (BASES 1,2,2A,2B,3,3A,3B, AND 7)



TYPICAL SECTION (BASE 4)



TYPICAL INSTALLATION (BASES 1,2,2A,2B,3,3A,3B,4, AND 7)

NOTES:

- 1.) PLACE 2 EACH 6" (150) LONG x 1/2" (13) DIA. P.V.C., SCHEDULE 40 (TYP) VENTS IN THE GROUT AS DIRECTED IN THE FIELD BY ENGINEER.
- 2.) SEE POLE BASE DATA CHART FOR POLE BASE DIMENSIONS.

PLAN SYMBOL



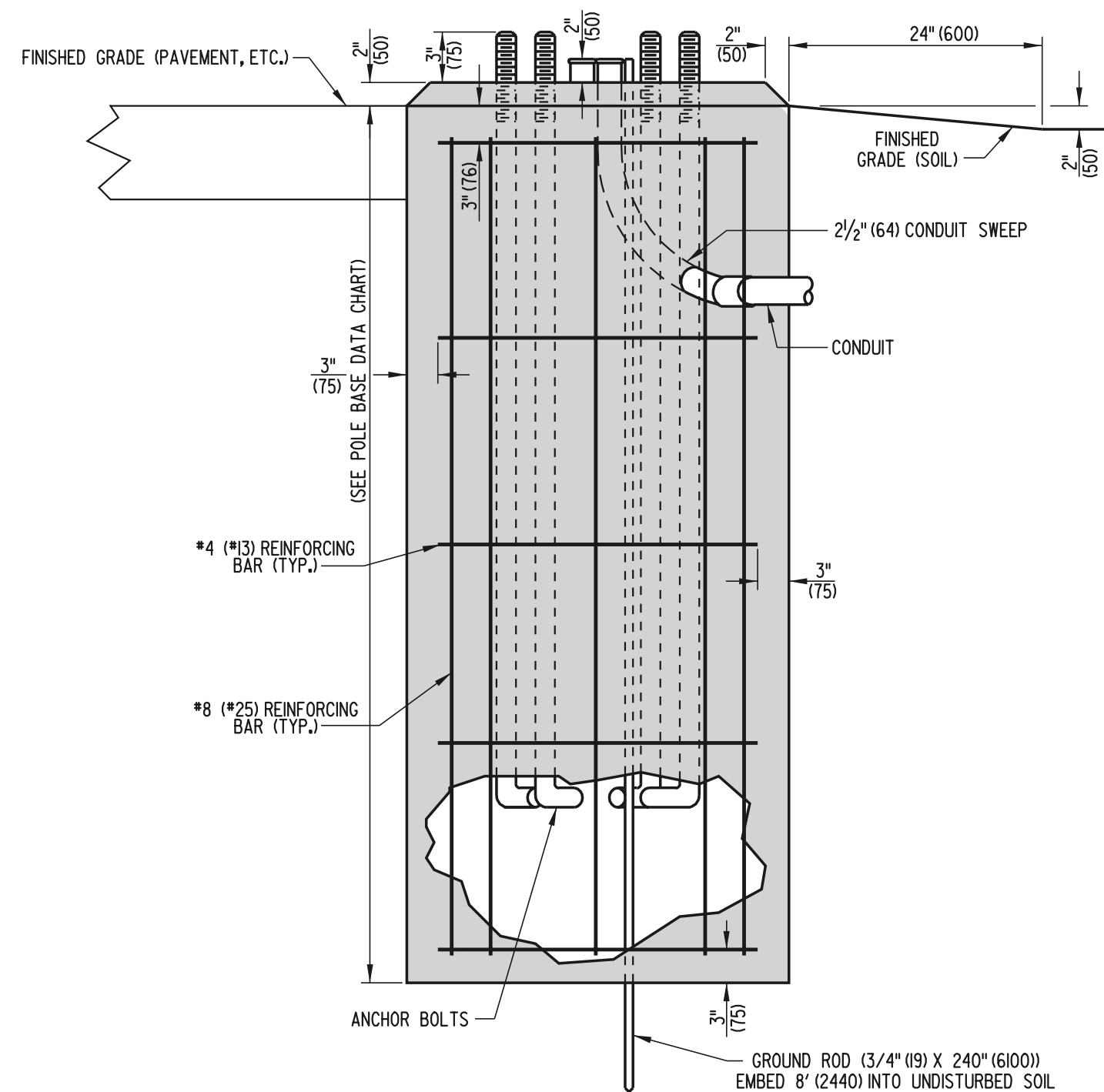
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

POLE BASES

STANDARD NO. T-5 (2002)

SHT. 2 OF 3

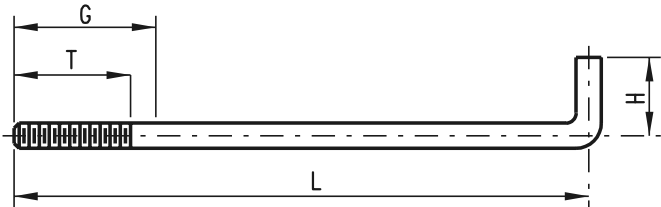
APPROVED *Caution Wicks* *9/6/02*
CHIEF ENGINEER DATE
RECOMMENDED *Theresa Delph* *8/19/02*
DESIGN ENGINEER DATE



TYPICAL SECTION (BASES 5 AND 6)

POLE BASE DATA CHART				
POLE BASE TYPE #	DIAMETER	DEPTH *	#4 (#13) HORIZONTAL REINFORCING BARS	#8 (#25) VERTICAL REINFORCING BARS
1	36" (915)	7' (2150)	5	8
2	36" (915)	10' (3050)	6	8
2A	48" (1220)	8' (2450)	5	8
2B	60" (1525)	7' (2150)	5	8
3	48" (1220)	10' (3050)	6	8
3A	60" (1525)	9' (2750)	6	8
3B	72" (1830)	7' (2150)	5	8
4	24" (610)	2'-4" (725)	NONE	NONE
5	36" (915)	4' (1225)	NONE	NONE
6	24" (610)	6' (1850)	4	8
7	48" (1220)	13'-4" (4000)	7	8

* - ADDITIONAL DEPTH FOR POLE BASE EXTENSION, IF REQUIRED, TO BE DETERMINED BY TRAFFIC ENGINEERING AND MANAGEMENT (TEAM) FIELD REPRESENTATIVE.



G = GALVANIZED PORTION
T = THREAD LENGTH
L = LENGTH OF ROD
H = HEIGHT OF ROD

NOMINAL BOLT SIZE	L	H	T	G
1" (25) X 40" (1025)	36" (925)	4" (100)	6" (150)	8" (200)
1 1/4" (32) X 48" (1225)	42" (1075)	6" (150)	8" (200)	10" (250)
1 1/2" (38) X 60" (1525)	54" (1375)	6" (150)	10" (250)	12" (305)
1 3/4" (45) X 90" (2285)	84" (2135)	6" (150)	10" (250)	20" (500)
2" (51) X 90" (2285)	82" (2885)	8" (200)	8" (200)	18" (455)

ANCHOR BOLT DATA CHART AND DETAILS

NOTE: ANCHOR BOLTS FOR POLE BASE TYPE 7 SHALL CONFORM TO THE CCTV POLE MANUFACTURER'S SPECIFICATIONS.

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

POLE BASES

STANDARD NO. T-5 (2002)

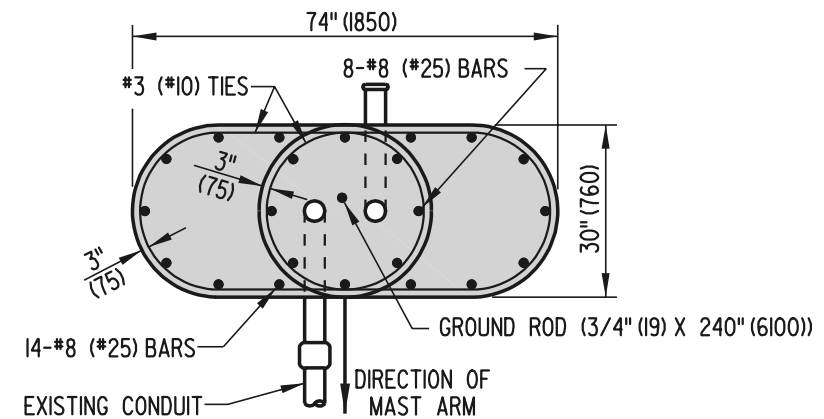
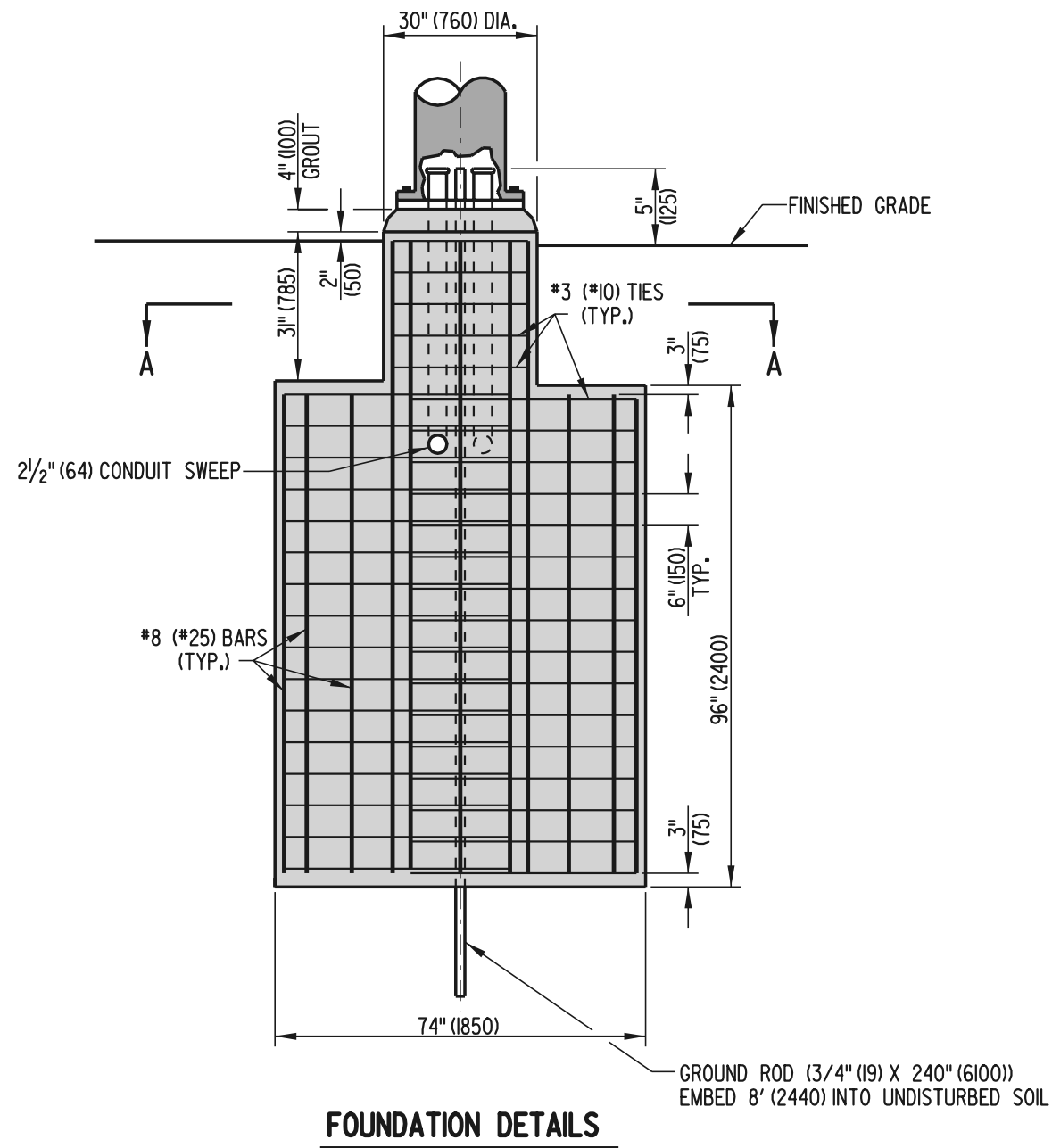
SHT. 3 OF 3

APPROVED
CHIEF ENGINEER

Caroleen Wicks 9/6/02
DATE

RECOMMENDED
DESIGN ENGINEER

Theresa Delph 9/19/02
DATE



NOTES:

1. UNDERGROUND CONDUIT ENDS SHALL BE CAPPED WITH A GALVANIZED THREADED CONDUIT PLUG UNLESS CONNECTED TO AN EXISTING CONDUIT.
2. PLACE 2 EACH 6" (150) X 1/2" (13) P.V.C., SCHEDULE 40 (TYP) VENTS IN THE GROUT AS DIRECTED IN THE FIELD BY THE ENGINEER.

PLAN SYMBOL



(SAME AS NORMAL POLE BASE)



DELAWARE
DEPARTMENT OF TRANSPORTATION

SPECIAL POLE BASE

STANDARD NO. T-6 (2002)

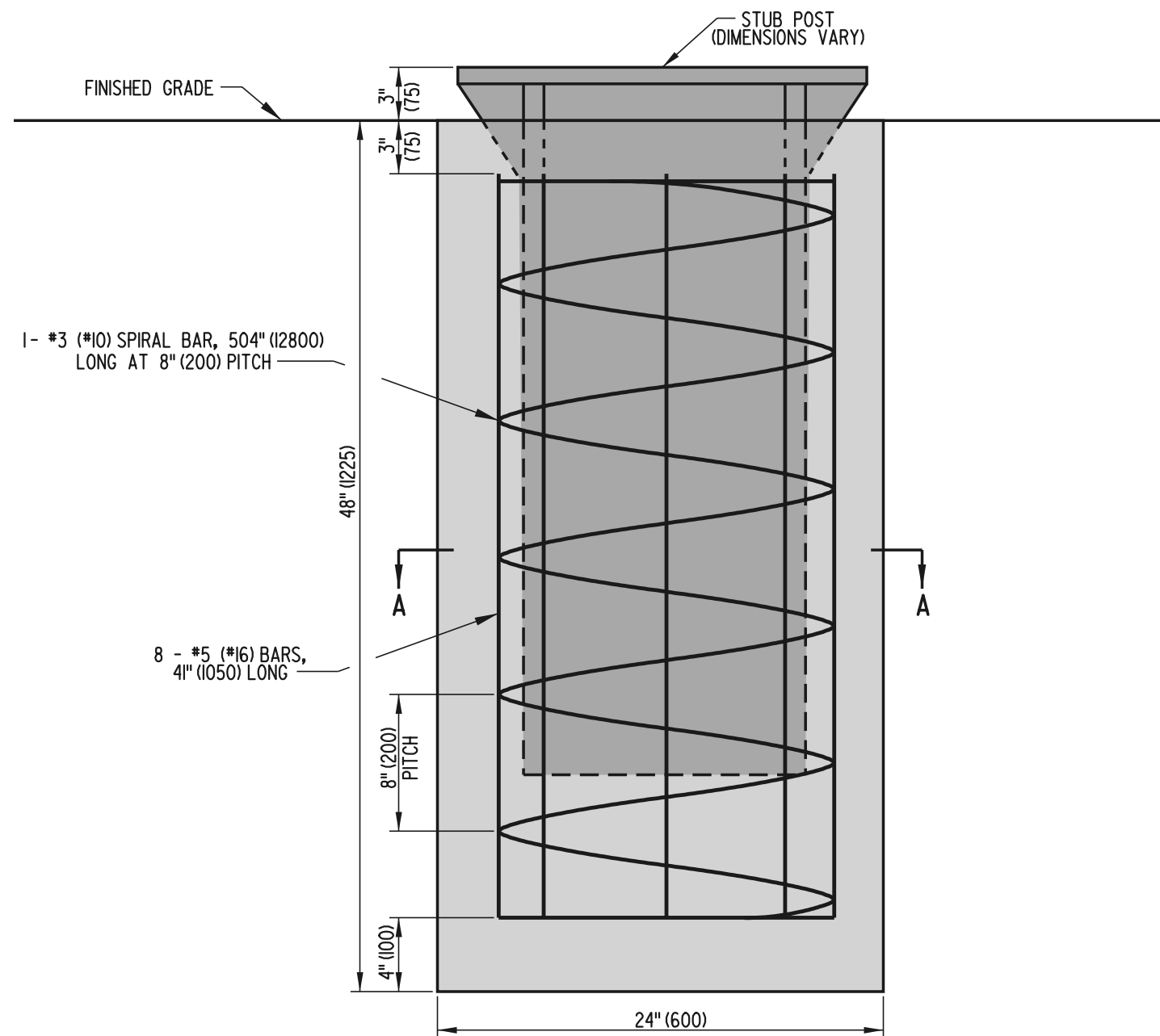
SHT. 1 OF 1

APPROVED *Caution Wicks*
CHIEF ENGINEER

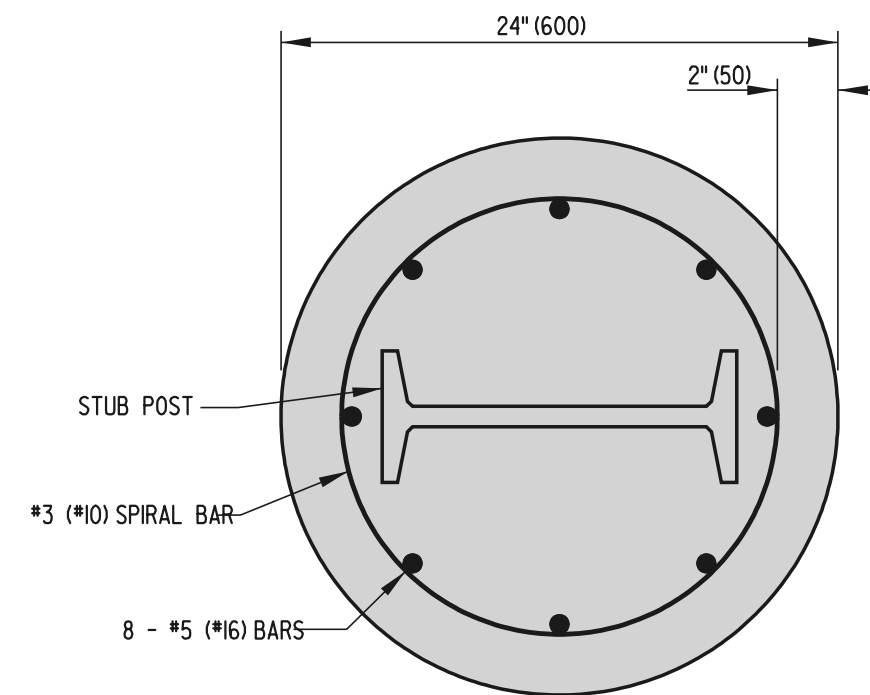
9/6/02
DATE

RECOMMENDED *Thurman Delph*
DESIGN ENGINEER

9/19/02
DATE



NOTES: 1). STUB POST TO BE SUPPLIED BY THE DEPARTMENTS TRAFFIC,
ENGINEERING, AND MANAGEMENT SECTION.



SECTION A-A

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

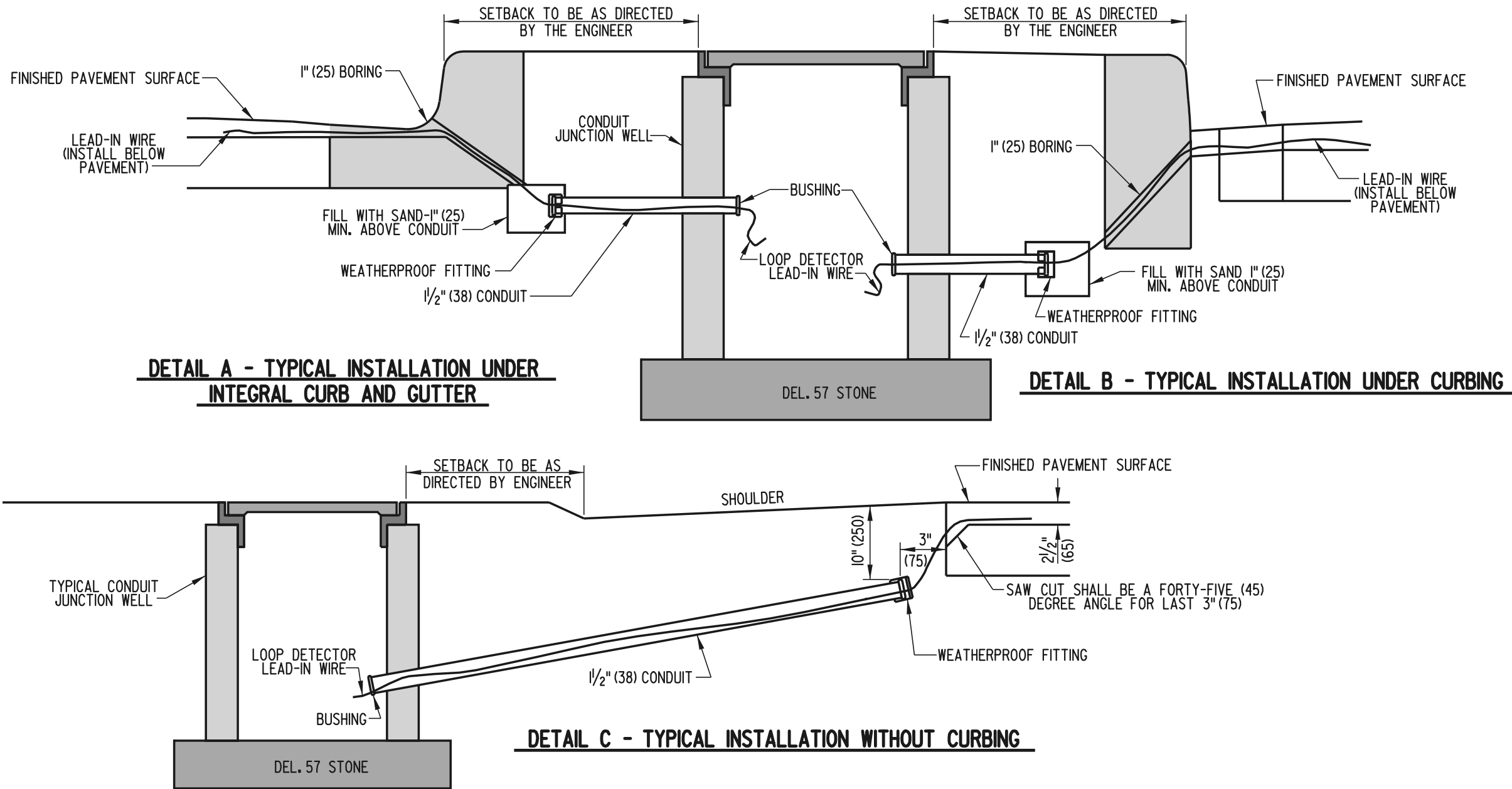
SIGN FOUNDATION

STANDARD NO. T-7 (2002)

SHT. 1 OF 1

APPROVED *Caution Wicks* 9/6/02
CHIEF ENGINEER DATE
RECOMMENDED *Theresa Delph* 8/19/02
DESIGN ENGINEER DATE

- NOTES:** 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE CONDUIT AGAINST ANY POSSIBLE DAMAGE IN PAVING OPERATIONS.
2. THE WEATHERPROOF FITTING SHALL CONSIST OF A GALVANIZED 1/2" (38) COUPLING CONTAINING A STEEL THREADED REDUCING BUSHING (1/2" (38) TO 3/4" (19)) AND A 3/4" (19) WATERTIGHT CONNECTOR FOR SERVICE ENTRANCE CABLE.
3. THE LEAD-IN WIRE SHALL BE RUN THROUGH THE RUBBER OF THE WEATHERPROOF FITTING.



PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

LOOP DETECTOR TO CONDUIT JUNCTION WELL CONNECTION

STANDARD NO. T-8 (2002) SHT. 1 OF 1

APPROVED *C. Wicks*

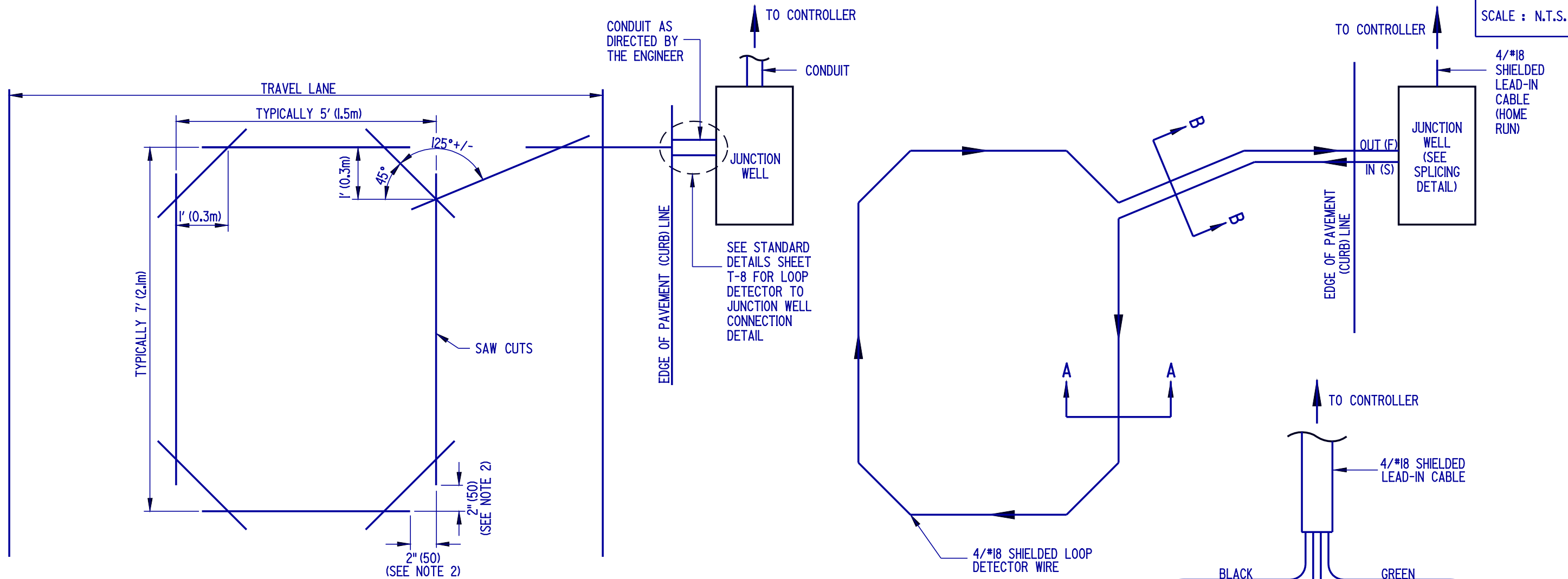
CHIEF ENGINEER

9/6/02
DATE

RECOMMENDED *Theresa R. Ricks*

DESIGN ENGINEER

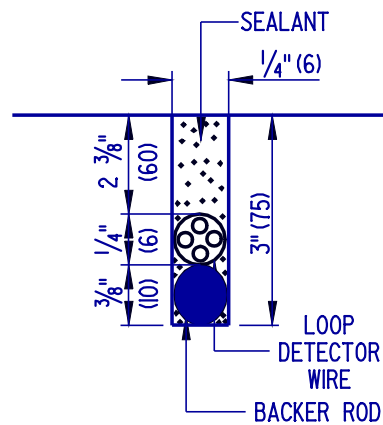
8/19/02
DATE



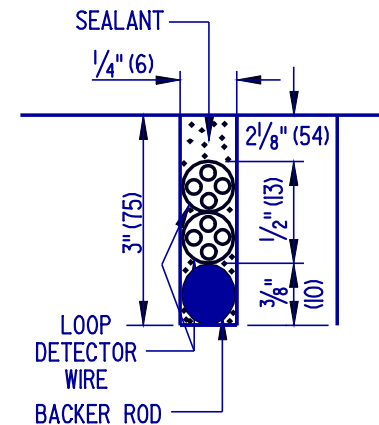
WIRE SLOT CONSTRUCTION

NOTES:

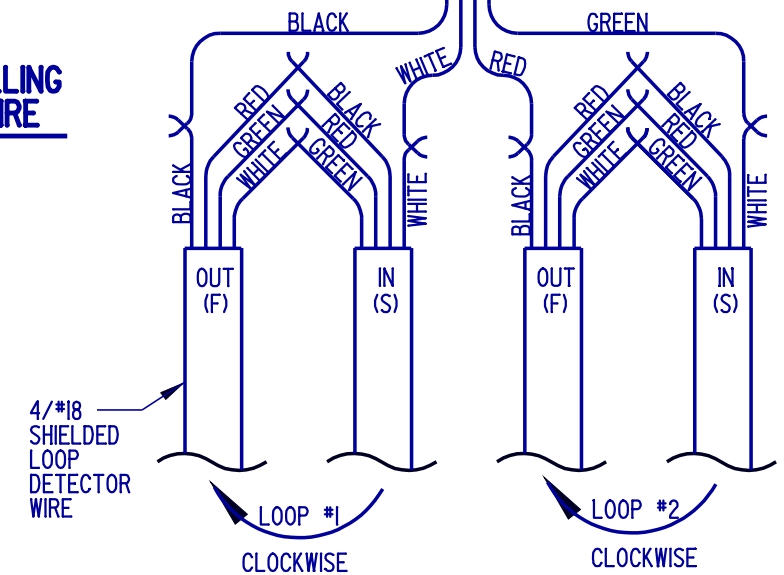
- 1). SAW CUTS FOR WIRE SLOT CONSTRUCTION SHALL BE EXTENDED BEYOND THE CORNERS SO THAT THE SLOT IS FULL DEPTH AT TURN POINTS. A FORTY-FIVE (45) DEGREE ANGLE SHALL BE CUT 12" (300) BACK FROM THE POINT OF THE EXTENDED CORNER.
- 2). THE DIAGONAL CUT SHALL BE STOPPED APPROXIMATELY 2" (50) FROM THE CORNER TO PREVENT THE TRIANGULAR PORTION OF THE PAVEMENT FROM BREAKING.
- 3). A MAXIMUM OF TWO LOOP DETECTORS CAN BE SPLICED TO ONE LEAD-IN CABLE, THE DETAIL ILLUSTRATES THE METHOD OF SPLICING TWO LOOP DETECTORS (LOOP #1 AND LOOP #2) TO A LEAD-IN CABLE.
- 4). LOOP DETECTOR SHALL BE CENTERED IN TRAVEL LANE.



SECTION A - A



SECTION B - B



SPLICING DETAIL
(SEE NOTE 3)

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

TYPE #1 LOOP DETECTOR

STANDARD NO. T-9 (2004)

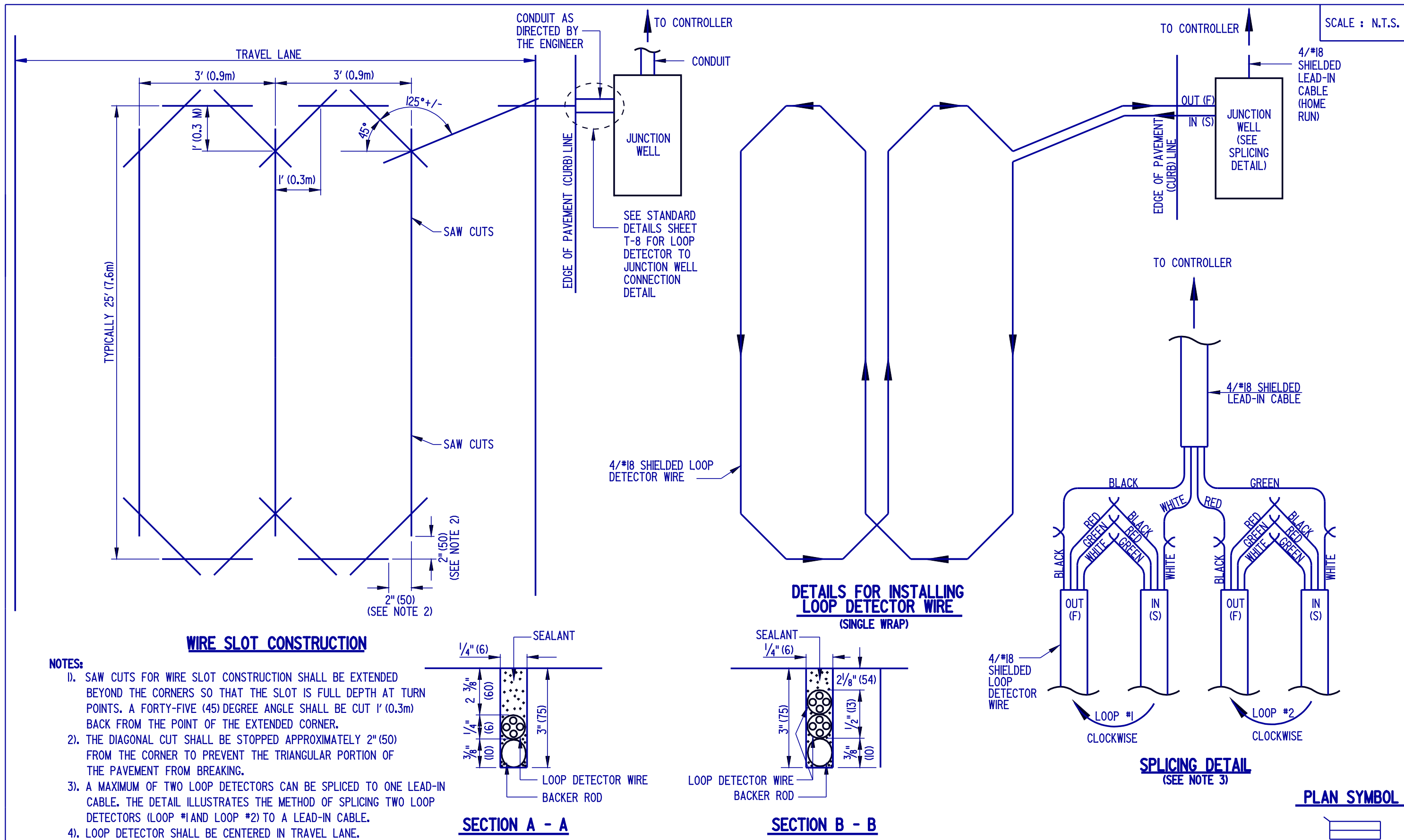
SHT. 1 OF 1


APPROVED

Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

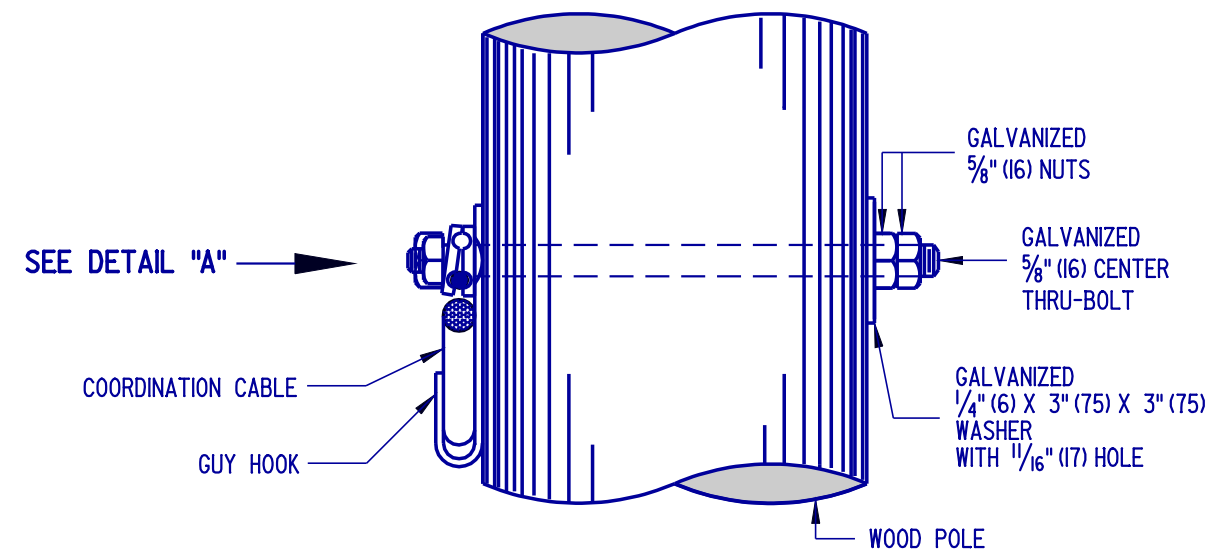
RECOMMENDED

Dennis M. O'Flaherty
DESIGN ENGINEER
DATE 1/13/05

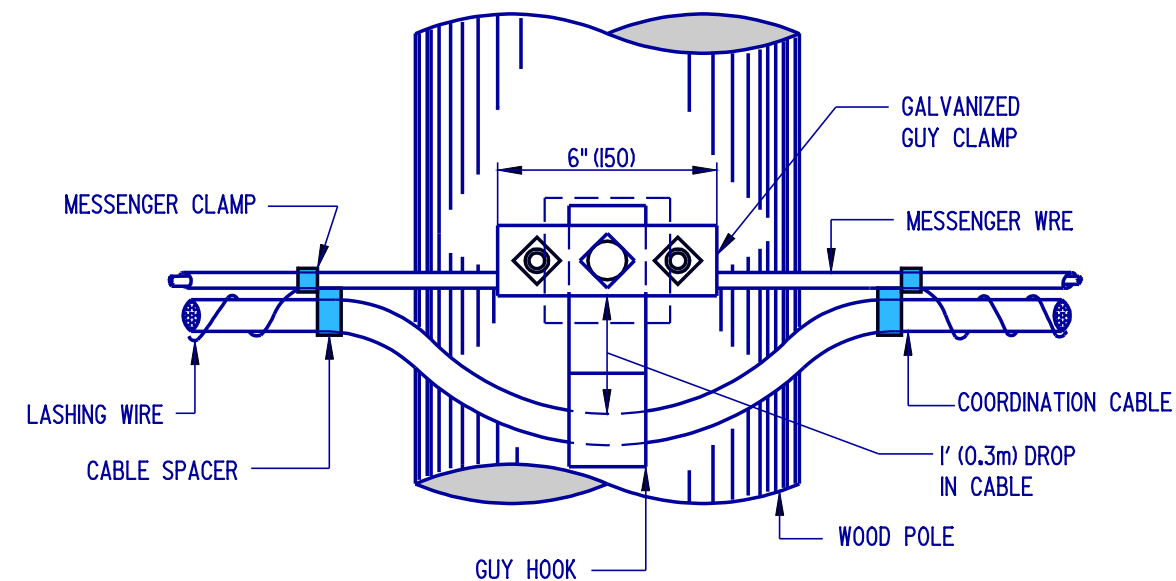


 DELAWARE DEPARTMENT OF TRANSPORTATION	TYPE #2 LOOP DETECTOR			APPROVED <i>Carolann Wicks</i> 1/10/05 <small>CHIEF ENGINEER</small> <small>DATE</small>
	STANDARD NO. T-10 (2004)	SHT. 1	OF 1	
				RECOMMENDED <i>Dennis M. O'Flaherty</i> 1/13/05 <small>DESIGN ENGINEER</small> <small>DATE</small>

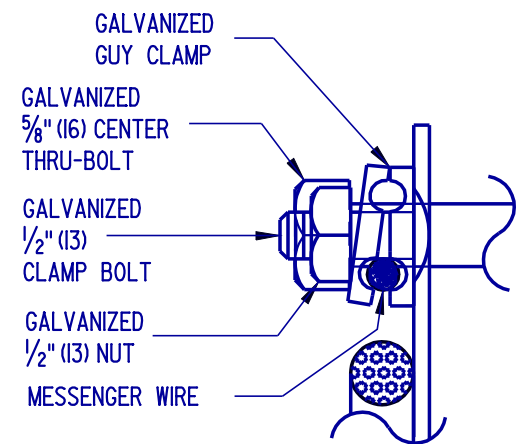
INTERMEDIATE



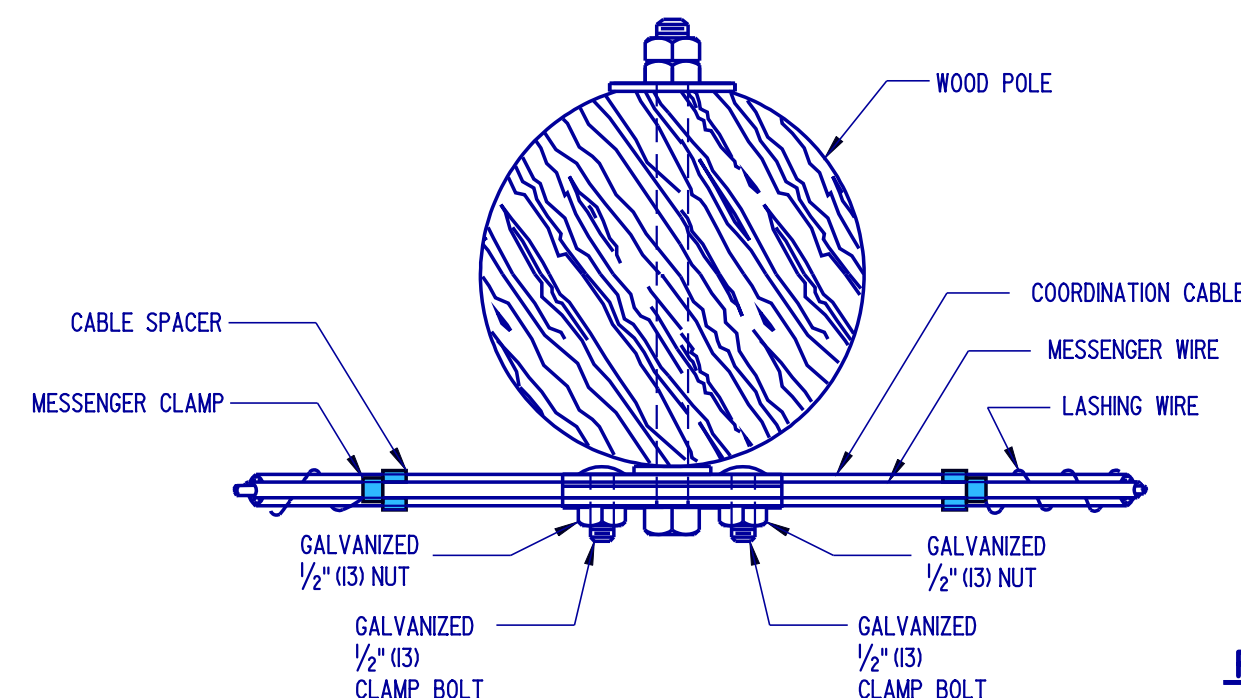
SIDE VIEW



FRONT VIEW

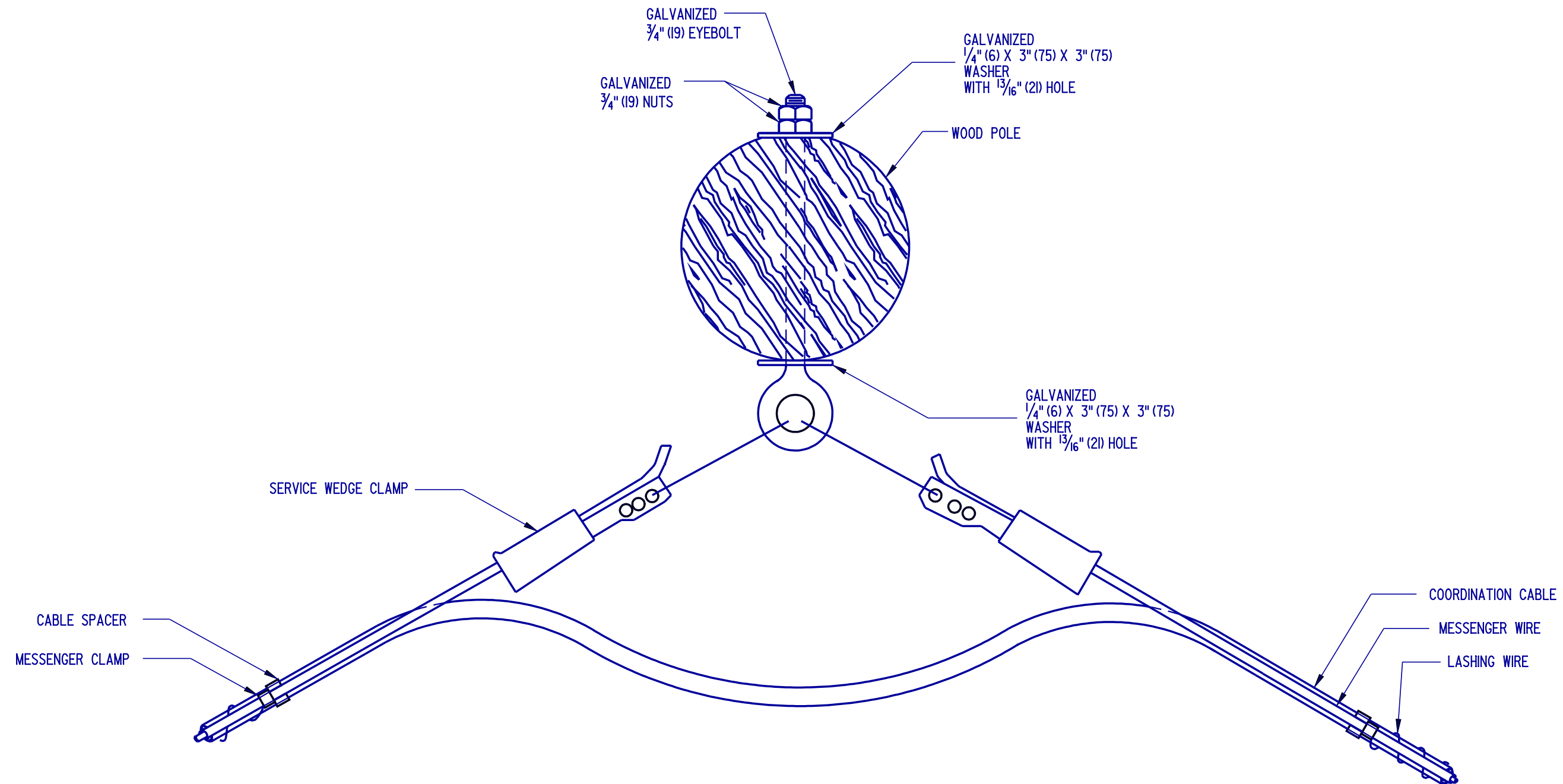


DETAIL "A"



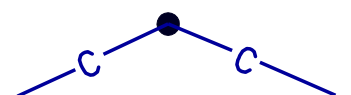
TOP VIEW





TOP VIEW

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

ANGULAR INTERMEDIATE MESSENGER WIRE ATTACHMENT

STANDARD NO. T-11 (2004)

SHT. 2 OF 2

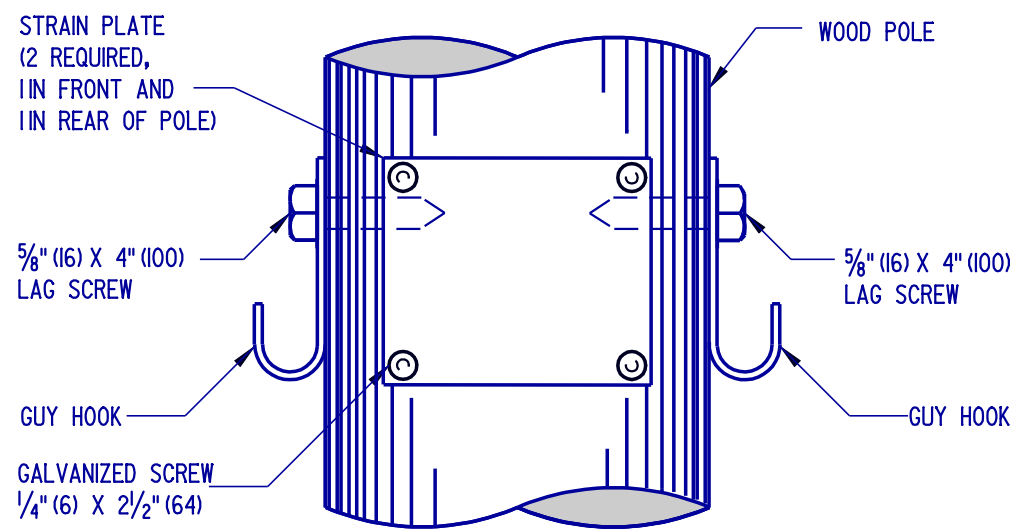
APPROVED

Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

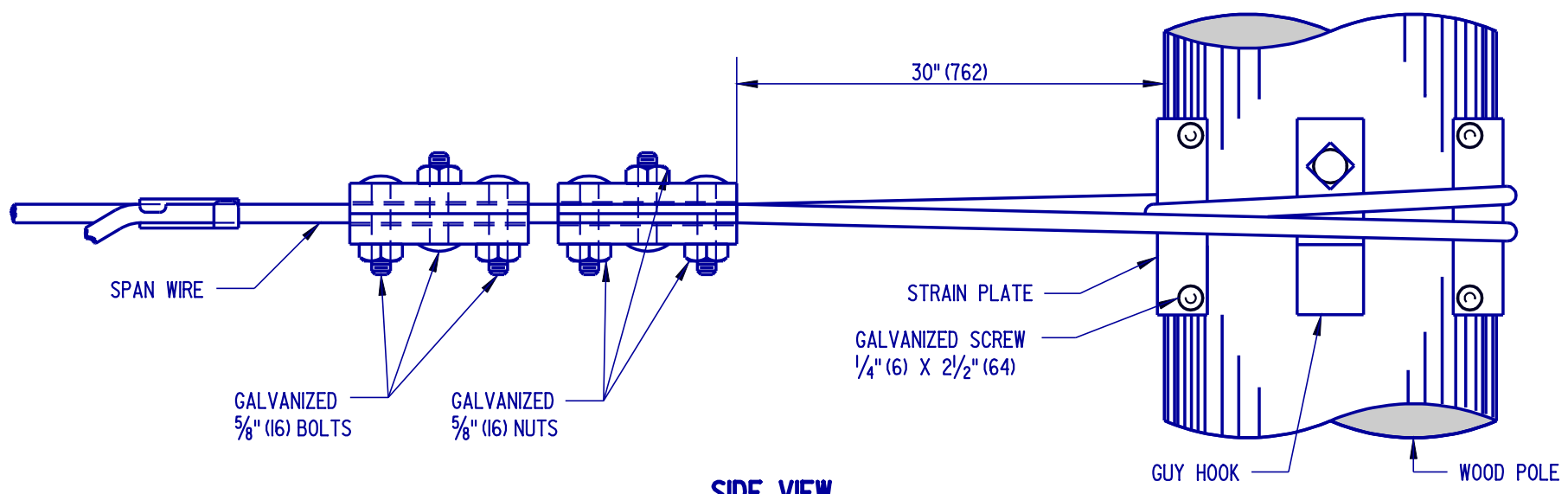
RECOMMENDED

Dennis M. O'Flaherty
DESIGN ENGINEER
DATE 1/13/05

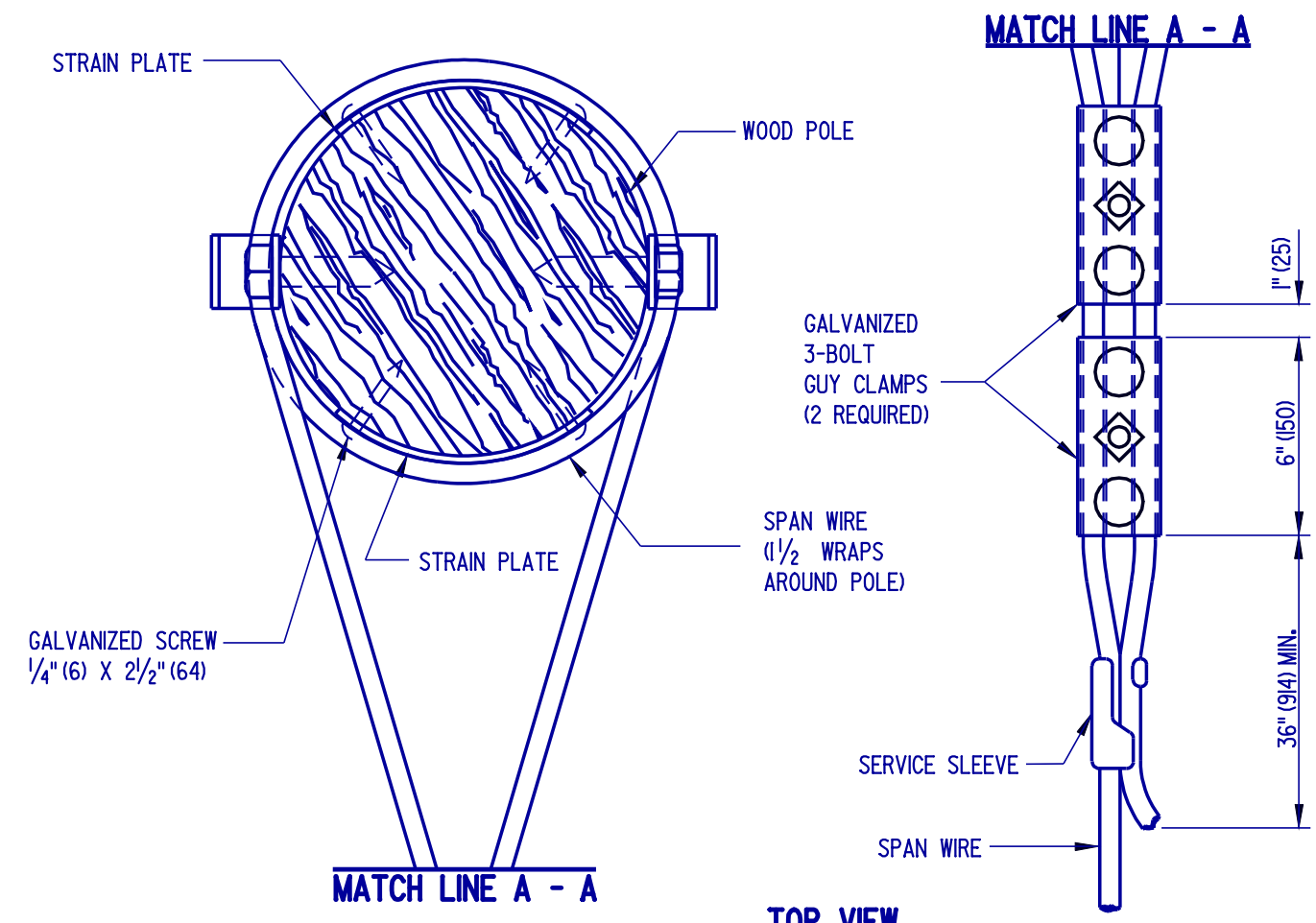
SCALE : N.T.S.



FRONT VIEW
(SPAN WIRE NOT SHOWN)



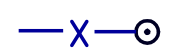
SIDE VIEW



TOP VIEW

NOTE: SPAN WIRE ATTACHMENT BETWEEN METAL POLES IS THE SAME AS SHOWN FOR WOOD POLES EXCEPT THAT THE STRAIN PLATES AND GUY HOOKS ARE NOT USED. FOR DETAIL SEE T-14 SHEET 2 - "DEAD END MESSENGER WIRE ATTACHMENT, METAL POLES".

PLAN SYMBOL

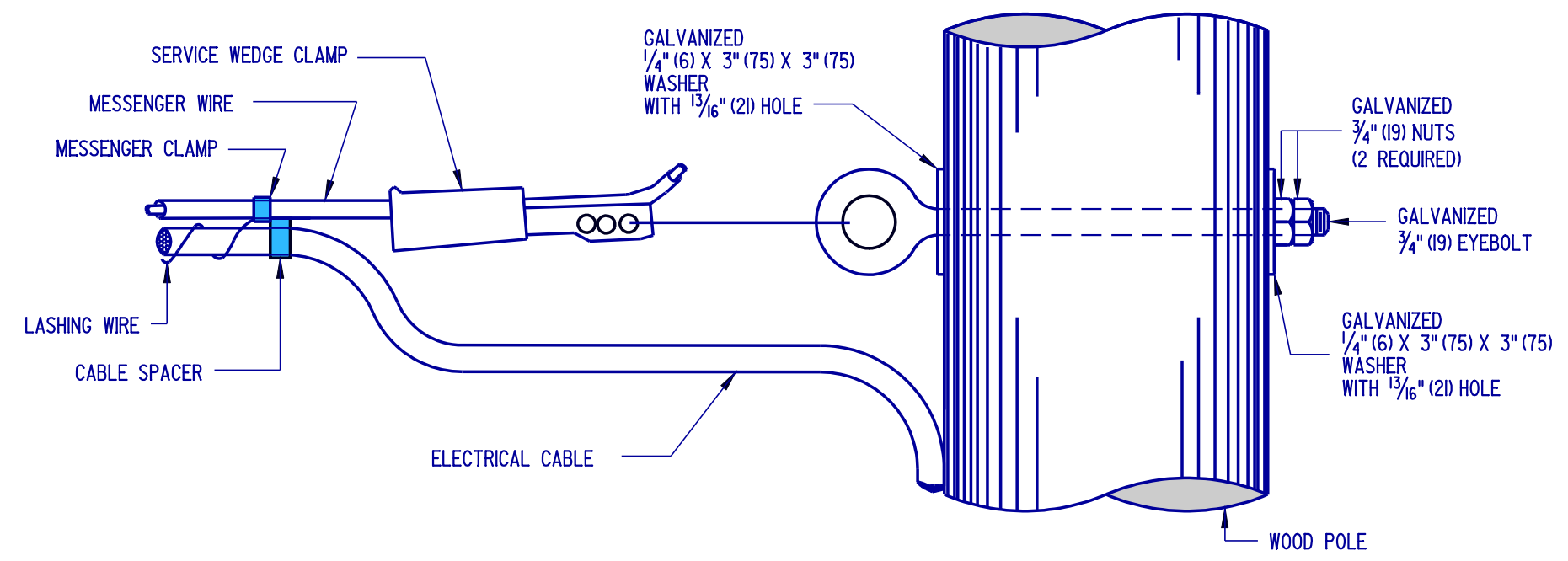


DELAWARE
DEPARTMENT OF TRANSPORTATION

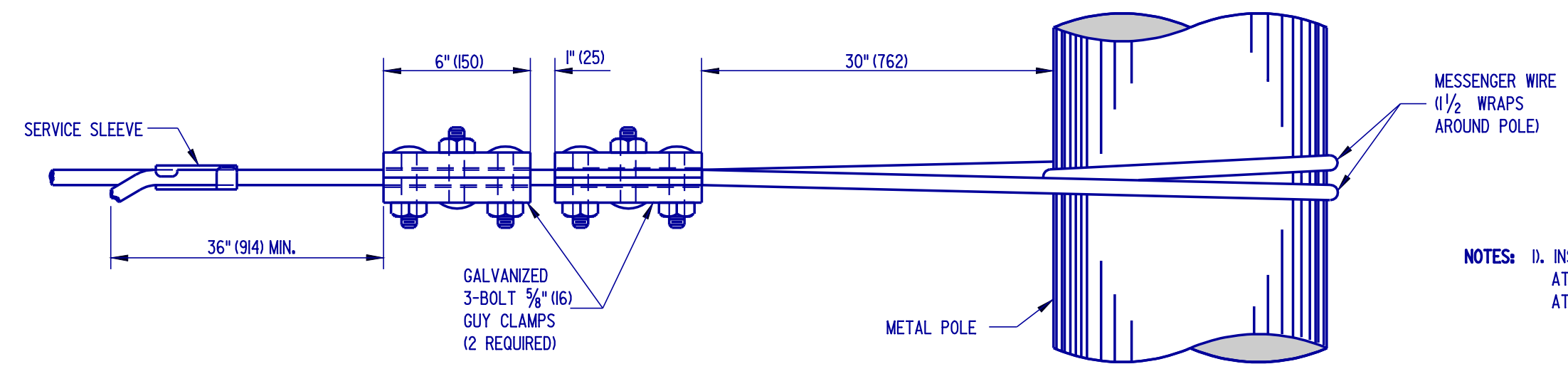
SPAN WIRE ATTACHMENT BETWEEN POLES			
STANDARD NO.	T-12 (2004)	SHT.	1 OF 2

APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE

RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE



WOOD POLES



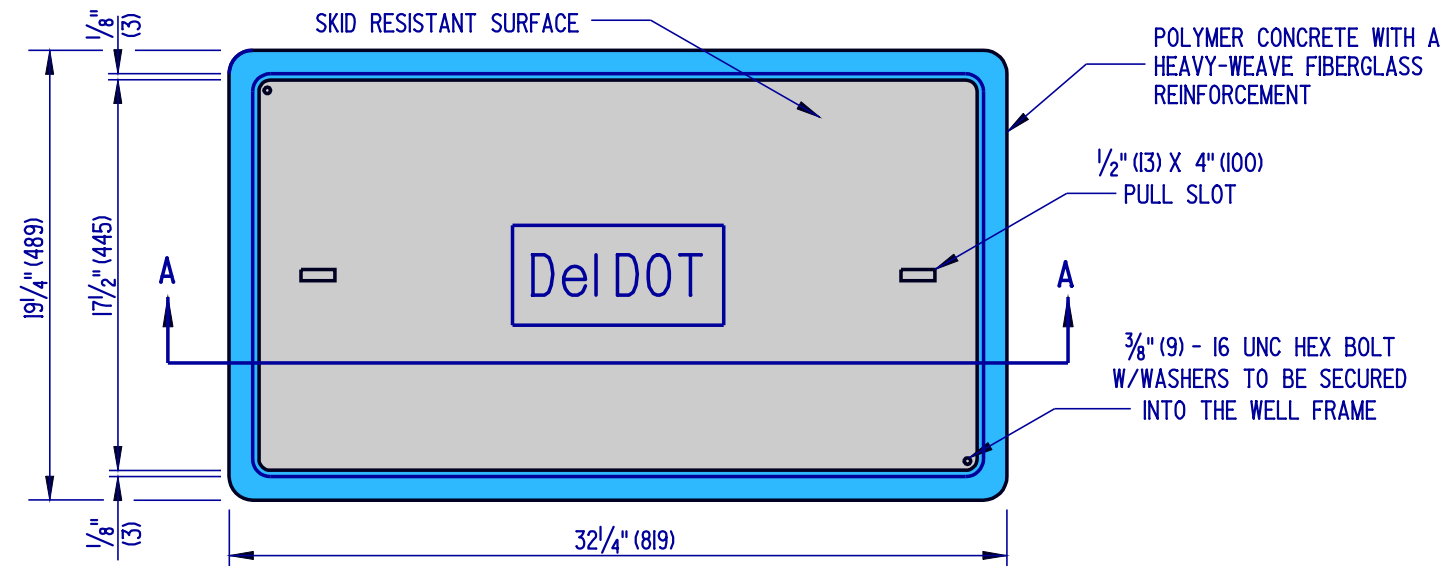
NOTES: 1). INSTALLATION METHOD SHOWN FOR DEAD END MESSENGER WIRE ATTACHMENT TO METAL POLES SHALL BE USED FOR SPAN WIRE ATTACHMENT BETWEEN METAL POLES.

PLAN SYMBOL



METAL POLES

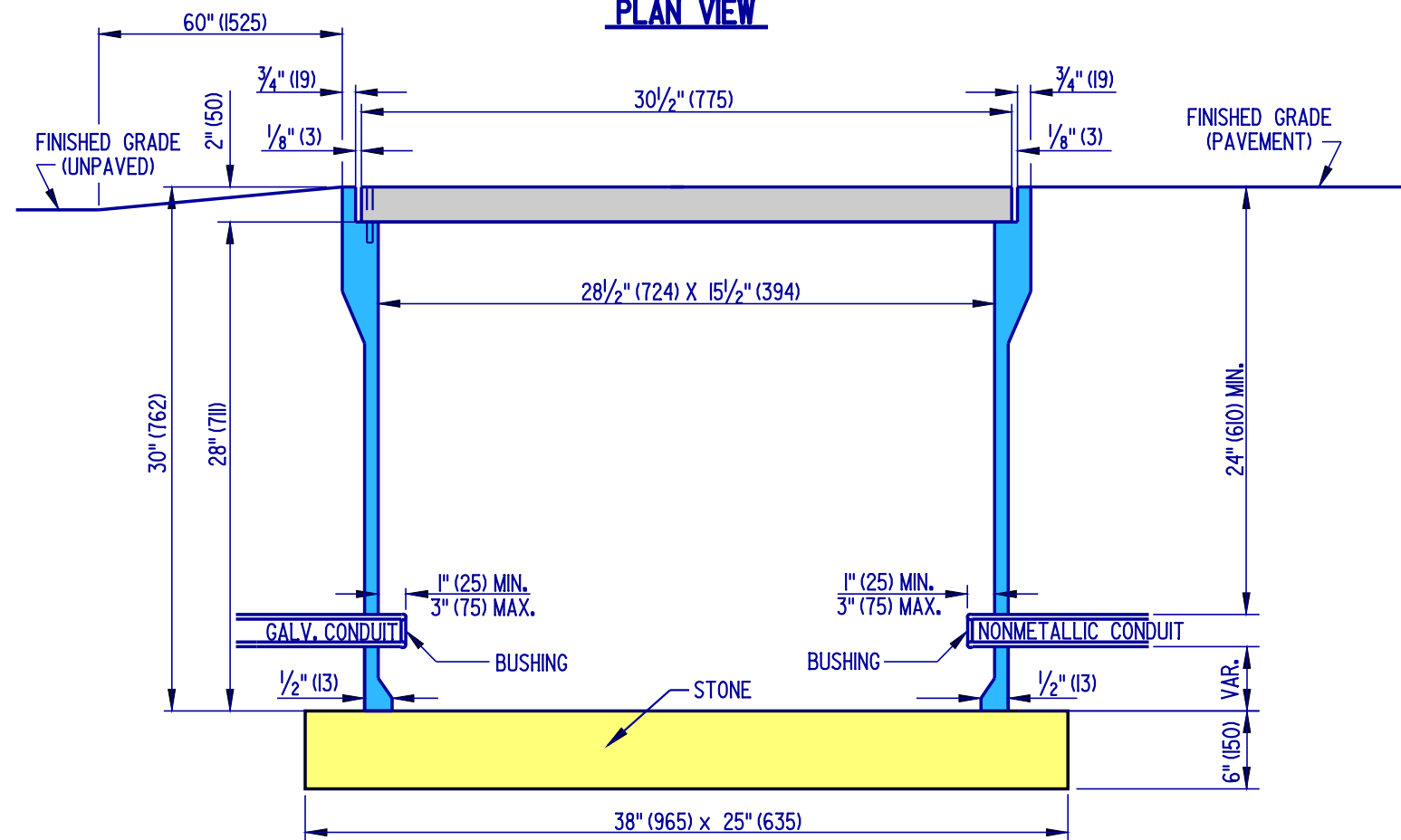
 DELAWARE DEPARTMENT OF TRANSPORTATION	DEAD END MESSENGER WIRE ATTACHMENT			APPROVED <i>Carolann Wicks</i> 1/10/05 CHIEF ENGINEER DATE	
	STANDARD NO. T-12 (2004)	SHT. 2	OF 2	RECOMMENDED <i>Dennis M. O'Flaherty</i> 1/13/05 DESIGN ENGINEER DATE	



NOTES:

- 1). TYPE 6 CONDUIT JUNCTION WELL SHALL BE PRECAST POLYMER CONCRETE.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM THE CONDUIT JUNCTION WELL.
- 3). POLYMER CONCRETE COVERS SHALL BE THE HEAVY-DUTY TYPE WITH A DESIGN LOAD OF 15,000 LBS (6800 kg) OVER A 10" (255) SQUARE.

PLAN VIEW



SECTION A-A

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

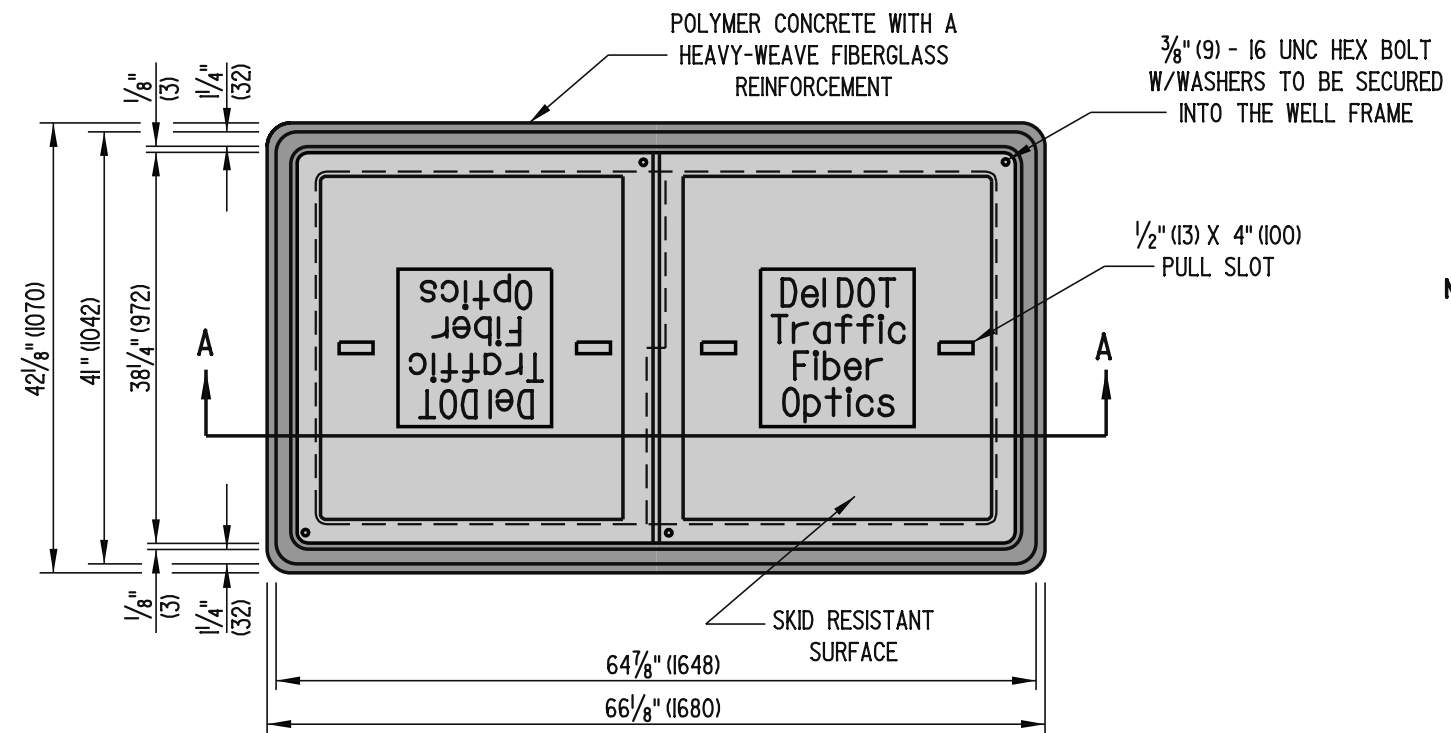
CONDUIT JUNCTION WELL, TYPE 4

STANDARD NO. T-13 (2004)

SHT. 1 OF 3

APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE

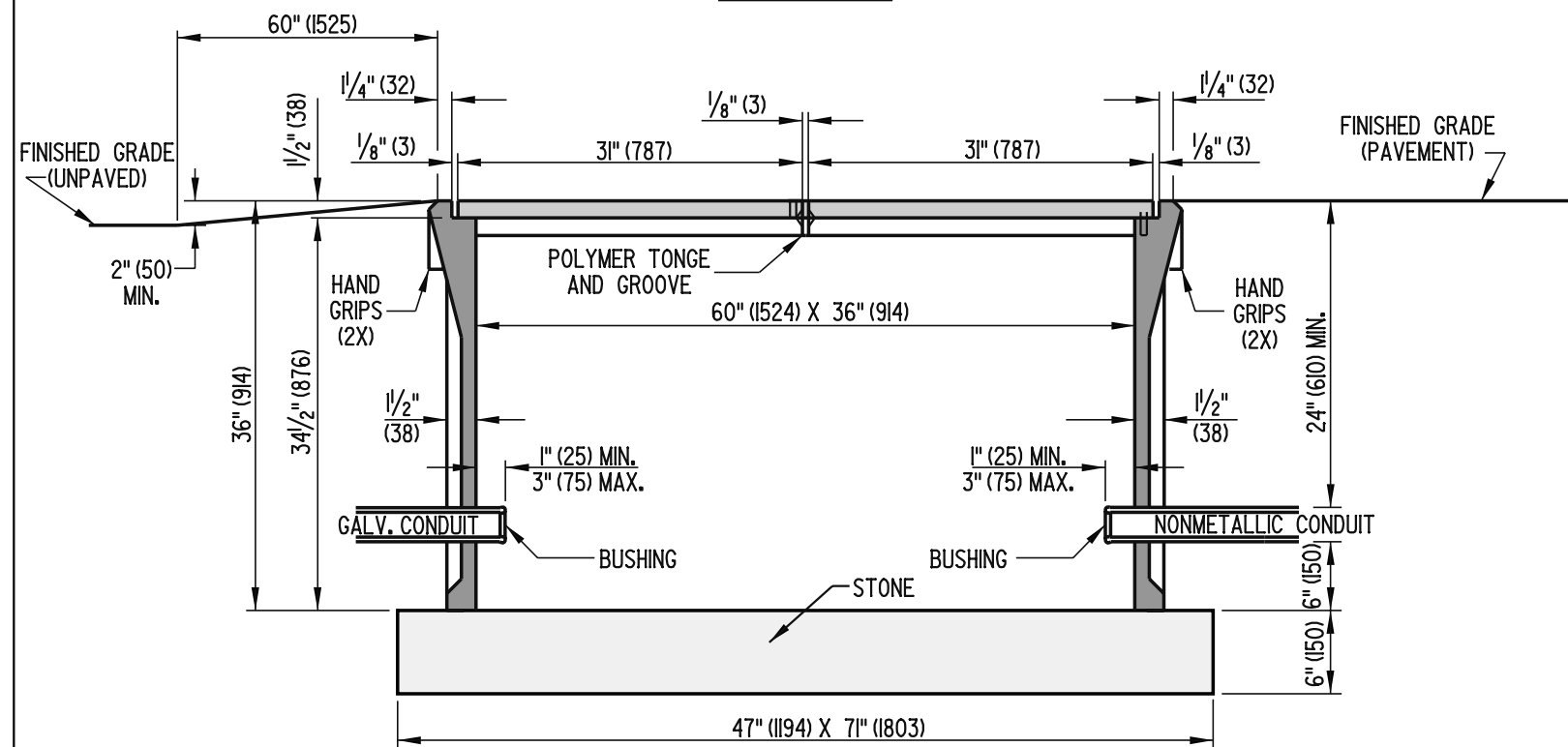
RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE



PLAN VIEW

NOTES:

- 1). TYPE 7 CONDUIT JUNCTION WELL SHALL BE PRECAST POLYMER CONCRETE.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM THE CONDUIT JUNCTION WELL.
- 3). POLYMER CONCRETE COVERS SHALL BE THE HEAVY DUTY TYPE WITH A DESIGN LOAD OF 15,000 LBS (6800 kg) OVER A 10"(255) SQUARE.



SECTION A-A



DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 7

STANDARD NO. T-13 (2006)

SHT. 2 OF 3

APPROVED

Frank Taylor
CHIEF ENGINEER

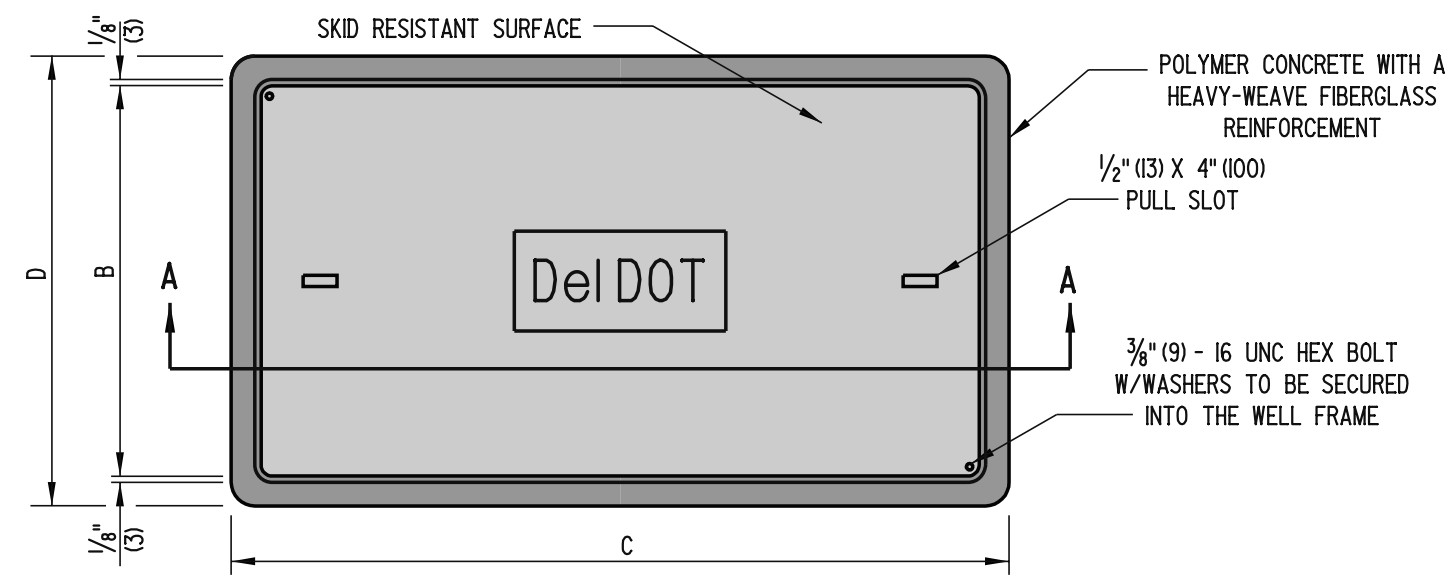
DATE 10/10/06

RECOMMENDED

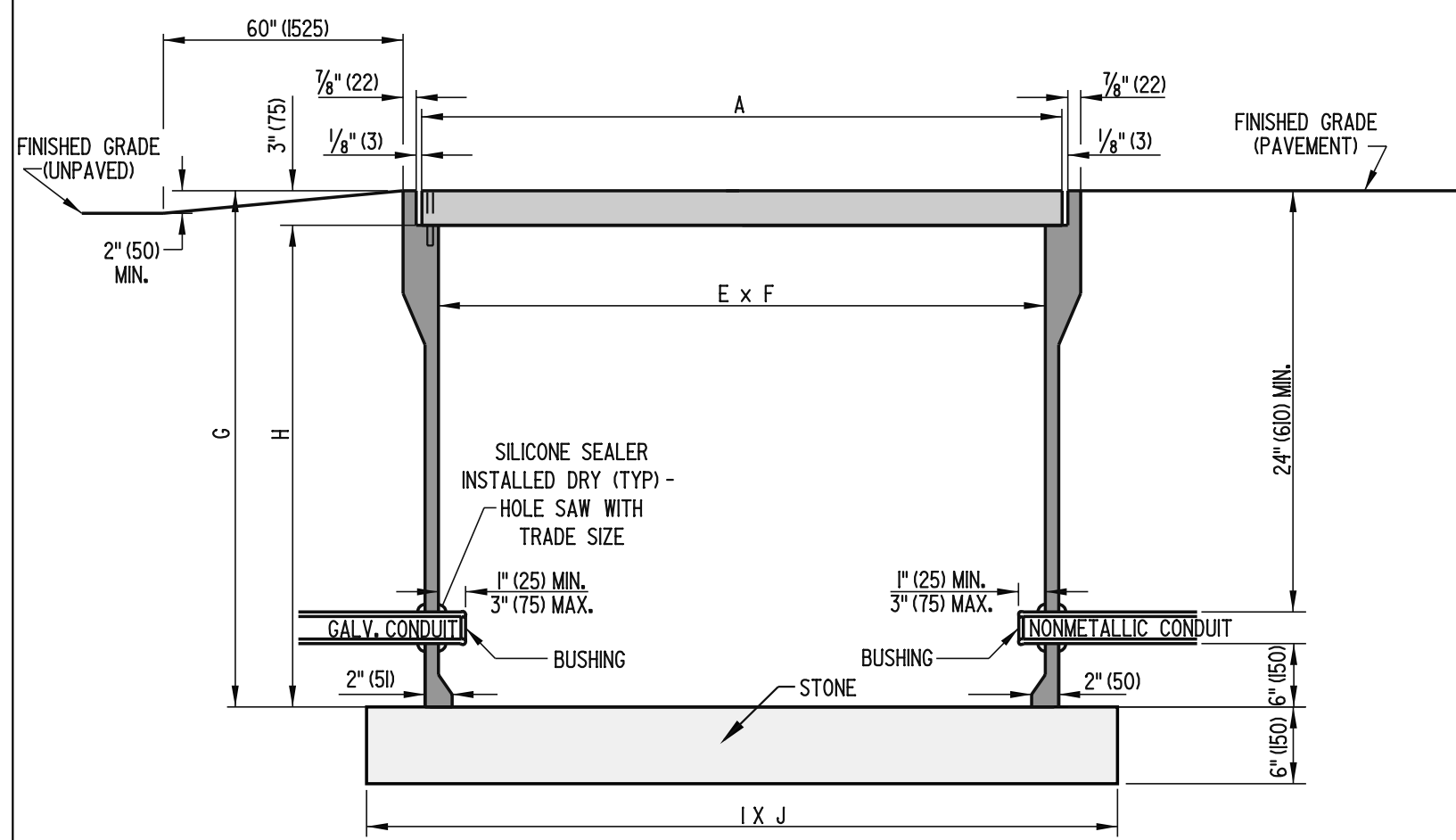
CHIEF ENGINEER

DESIGN ENGINEER

DATE 10/13/06



PLAN VIEW



SECTION A-A

NOTES:

- 1). TYPES 8 & 10 CONDUIT JUNCTION WELLS SHALL BE PRECAST POLYMER CONCRETE.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM THE CONDUIT JUNCTION WELL.
- 3). POLYMER CONCRETE COVERS SHALL BE THE HEAVY-DUTY TYPE WITH A DESIGN LOAD OF 15,000 LBS (6800 kg) OVER A 10" (255) SQUARE.

DIMENSIONS		TYPE 8	TYPE 10
COVER	A	47 5/8" (1210)	35 5/8" (905)
	B	30 1/8" (765)	24" (610)
FRAME	C	49 5/8" (1261)	37 5/8" (956)
	D	32 1/8" (816)	26" (660)
	E	45 5/8" (1159)	33 7/8" (860)
	F	28 1/8" (714)	22 1/4" (565)
	G	36" (914)	30" (1067)
	H	33" (838)	27" (991)
BASE	I	58" (1473)	46" (1168)
	J	40" (1016)	34" (864)



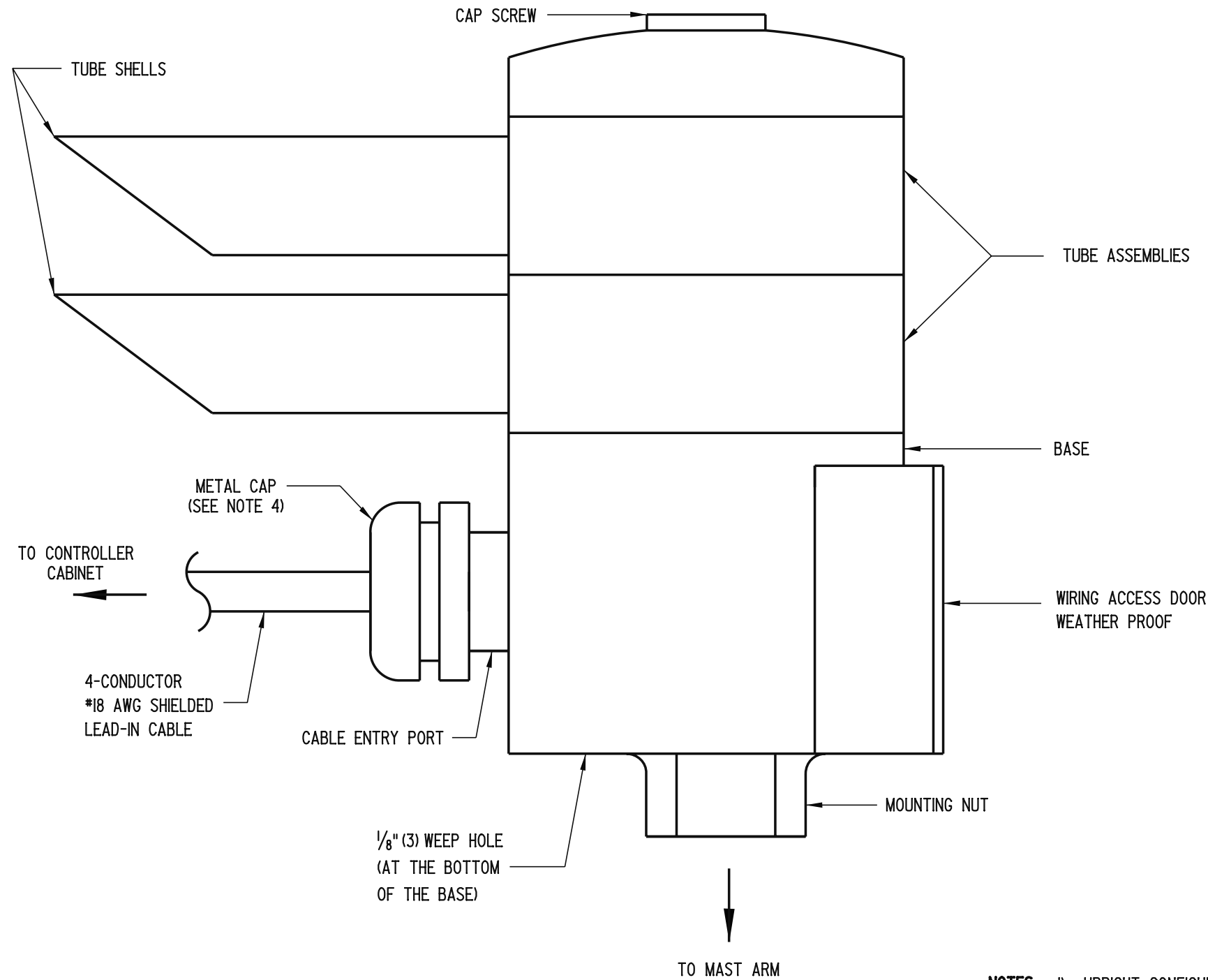
DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELLS, TYPES 8 & 10

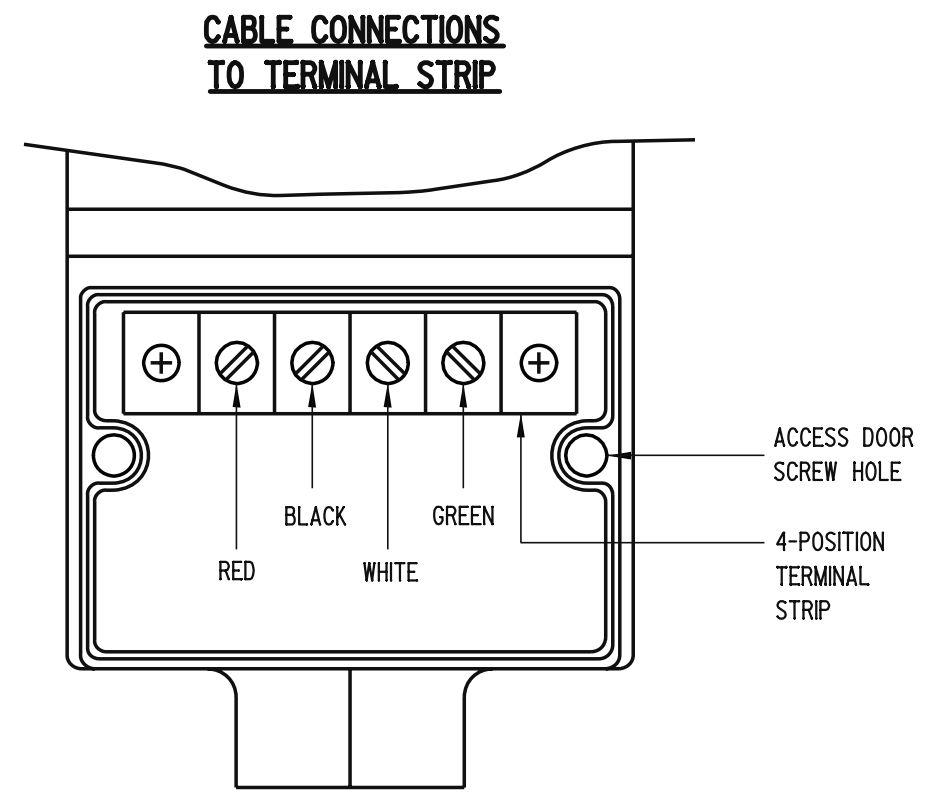
STANDARD NO. T-13 (2006)

SHT. 3 OF 3

APPROVED *[Signature]* 10/10/06
CHIEF ENGINEER DATE
RECOMMENDED *[Signature]* 10/13/06
DESIGN ENGINEER DATE






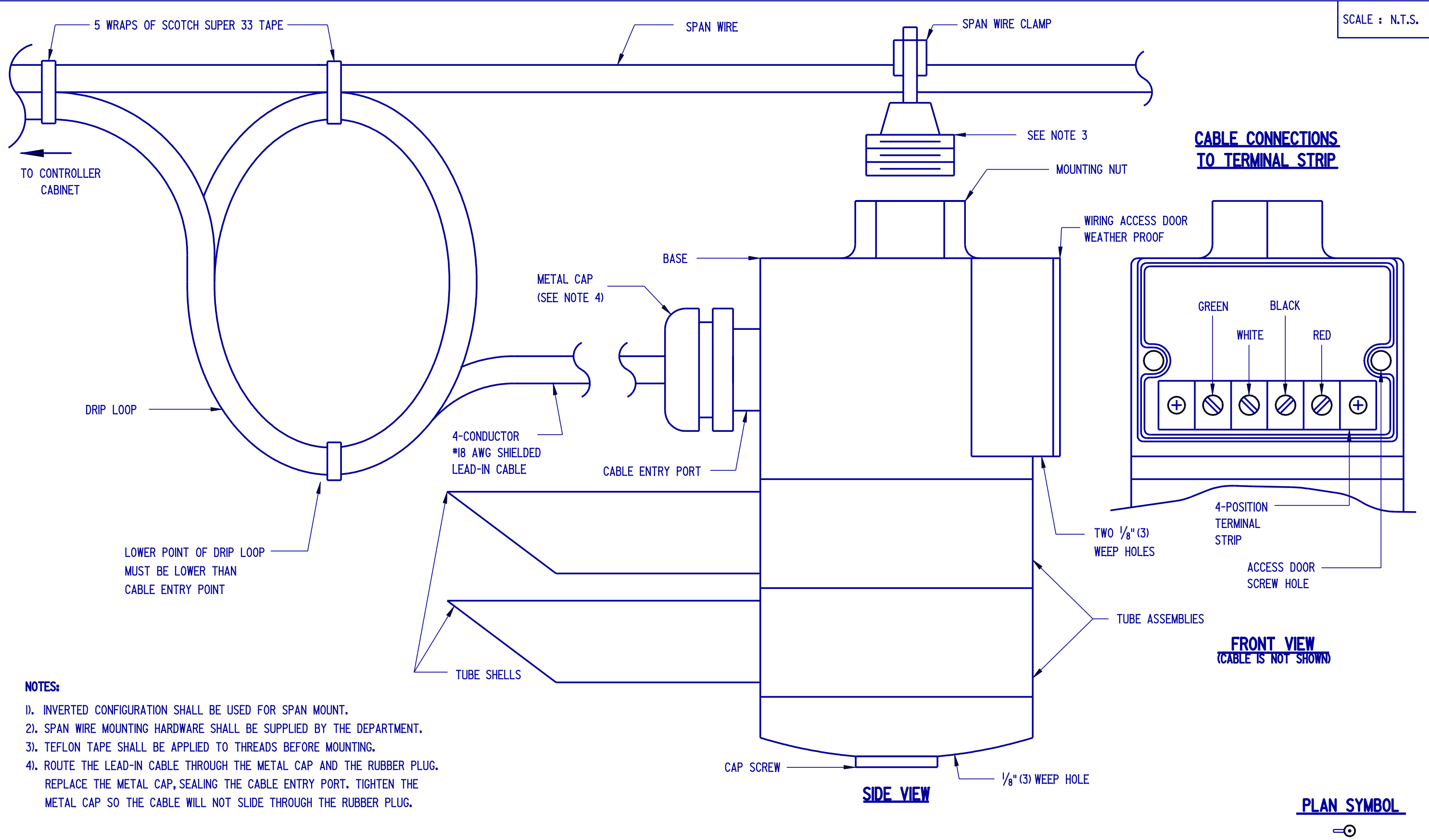
SIDE VIEW




**FRONT VIEW
(CABLE IS NOT SHOWN)**

- NOTES:**
- 1). UPRIGHT CONFIGURATION SHALL BE USED FOR MOUNTING ON MAST ARMS, SIGNAL HEAD FRAMEWORKS AND PEDESTALS.
 - 2). UPRIGHT MOUNTING HARDWARE SHALL BE SUPPLIED BY THE DEPARTMENT.
 - 3). TEFLON TAPE SHALL BE APPLIED TO THREADS BEFORE MOUNTING.
 - 4). ROUTE THE LEAD-IN CABLE THROUGH THE METAL CAP AND THE RUBBER PLUG. REPLACE THE METAL CAP, SEALING THE CABLE ENTRY PORT. TIGHTEN THE METAL CAP SO THE CABLE WILL NOT SLIDE THROUGH THE RUBBER PLUG.

 DELAWARE DEPARTMENT OF TRANSPORTATION	EMERGENCY PREEMPTION RECEIVER, UPRIGHT MOUNT		APPROVED  10/10/06 <small>CHIEF ENGINEER DATE</small>
	STANDARD NO. T-14 (2006)	SHT. 1 OF 2	RECOMMENDED  10/13/06 <small>DESIGN ENGINEER DATE</small>



- NOTES:**
- 1). INVERTED CONFIGURATION SHALL BE USED FOR SPAN MOUNT.
 - 2). SPAN WIRE MOUNTING HARDWARE SHALL BE SUPPLIED BY THE DEPARTMENT.
 - 3). TEFLON TAPE SHALL BE APPLIED TO THREADS BEFORE MOUNTING.
 - 4). ROUTE THE LEAD-IN CABLE THROUGH THE METAL CAP AND THE RUBBER PLUG. REPLACE THE METAL CAP, SEALING THE CABLE ENTRY PORT. TIGHTEN THE METAL CAP SO THE CABLE WILL NOT SLIDE THROUGH THE RUBBER PLUG.

 DELAWARE DEPARTMENT OF TRANSPORTATION	EMERGENCY PREEMPTION RECEIVER, INVERTED MOUNT			APPROVED <i>Carolann Wick</i> 1/10/05 <small>CHIEF ENGINEER DATE</small>	
	STANDARD NO. T-14 (2004)	SHT. 2	OF 2	RECOMMENDED <i>Dennis M. O'Fl</i> 1/3/05 <small>DESIGN ENGINEER DATE</small>	