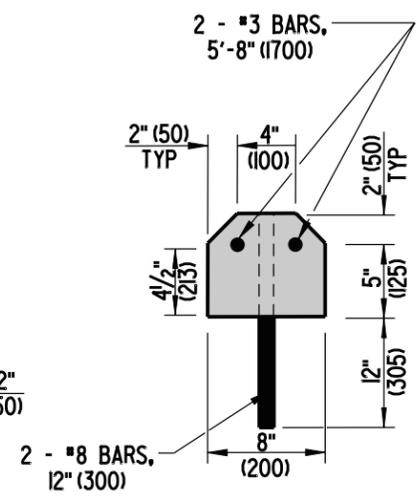


ELEVATION



SECTION A-A

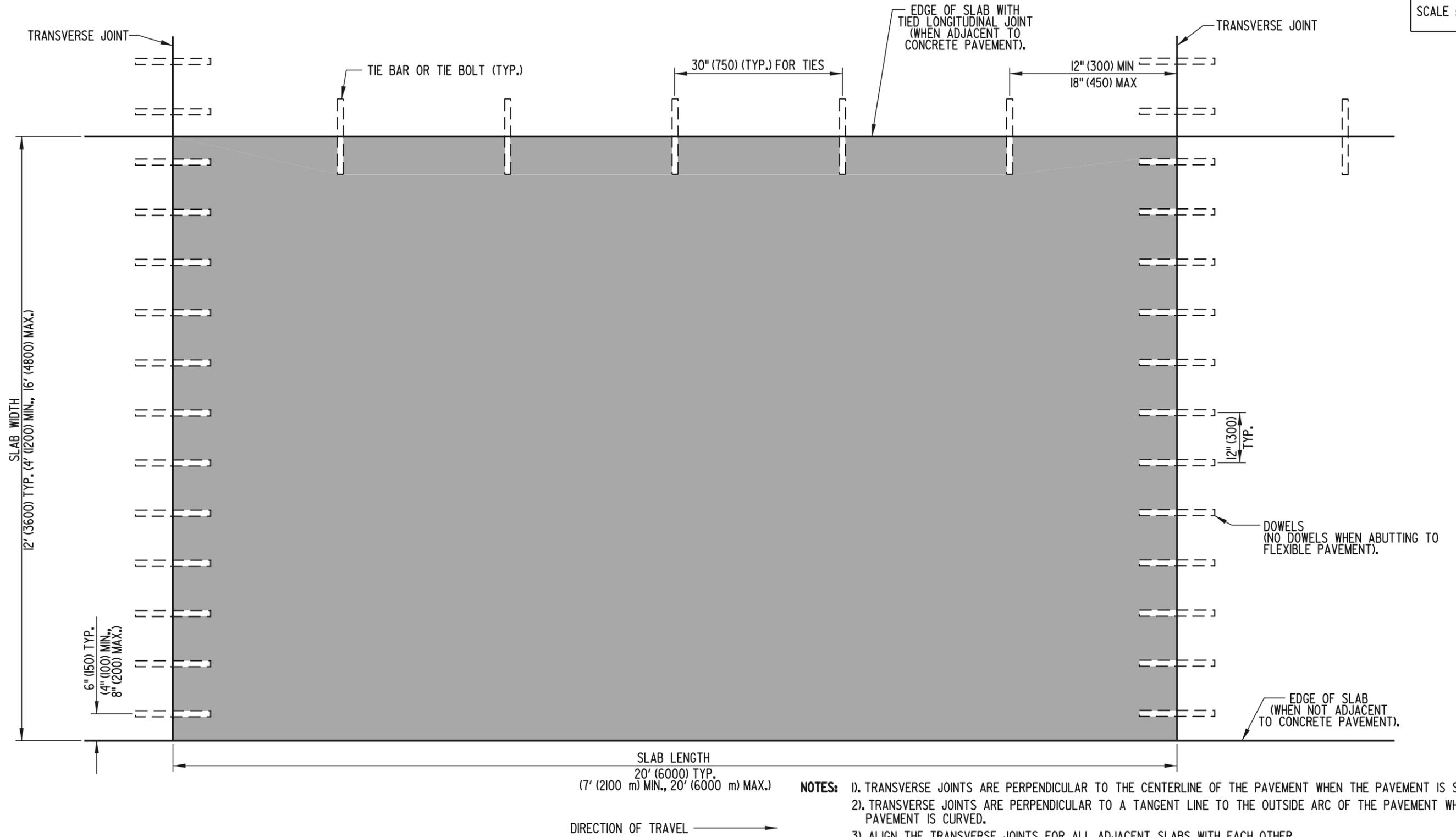


**DELAWARE
DEPARTMENT OF TRANSPORTATION**

| | | | |
|------------------------------|------------|--------|------|
| P.C.C. PARKING BUMPER | | | |
| STANDARD NO. | M-8 (2007) | SHT. 1 | OF 1 |

| | | |
|--------------------|---------------------------------------|------------------|
| APPROVED | <i>[Signature]</i> CHIEF ENGINEER | 10/24/07 DATE |
| RECOMMENDED | <i>[Signature]</i> DESIGN ENGINEER | 10/23/07 DATE |

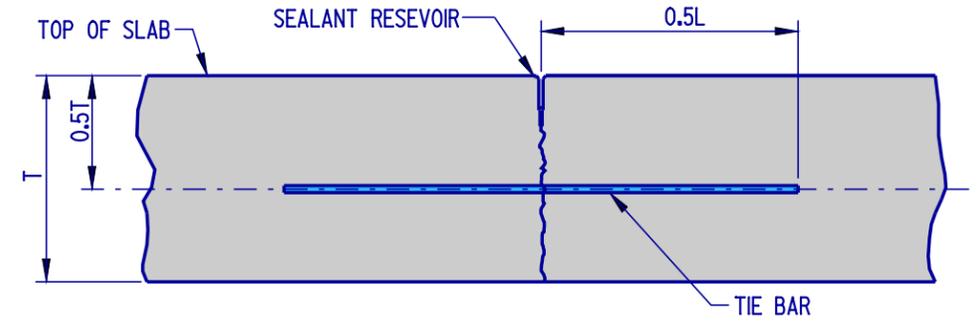
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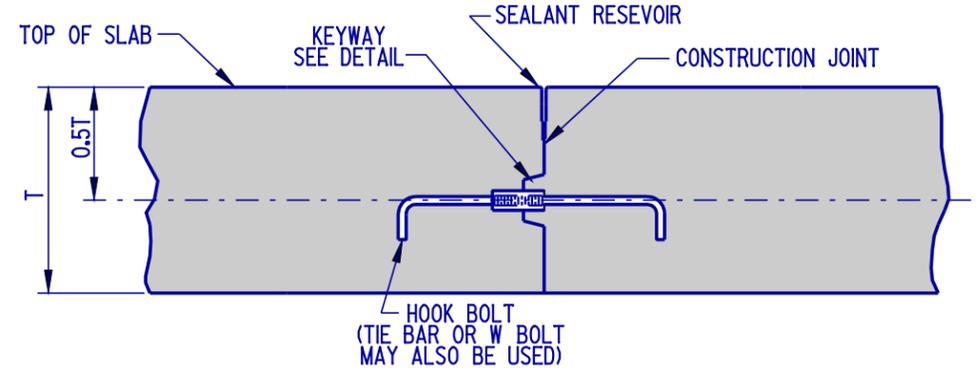
- NOTES:**
- 1). TRANSVERSE JOINTS ARE PERPENDICULAR TO THE CENTERLINE OF THE PAVEMENT WHEN THE PAVEMENT IS STRAIGHT.
 - 2). TRANSVERSE JOINTS ARE PERPENDICULAR TO A TANGENT LINE TO THE OUTSIDE ARC OF THE PAVEMENT WHEN THE PAVEMENT IS CURVED.
 - 3). ALIGN THE TRANSVERSE JOINTS FOR ALL ADJACENT SLABS 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 EDGELINE OR CENTERLINE.

SLAB PLAN (WITH DOWEL AND TIE LOCATIONS)

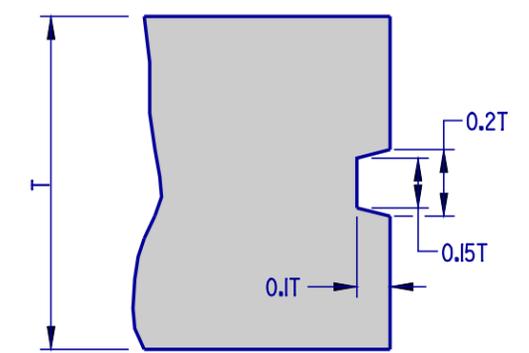
| | | | | |
|--|--------------------------------|---------------|-------------|--|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | P.C.C. PAVEMENT | | | APPROVED <i>Ryan M. Harshbarger</i> 6/18/01 <small>CHIEF ENGINEER DATE</small> |
| | STANDARD NO. P-1 (2001) | SHT. 1 | OF 5 | RECOMMENDED <i>Michael R. [Signature]</i> 6/18/01 <small>DESIGN ENGINEER DATE</small> |



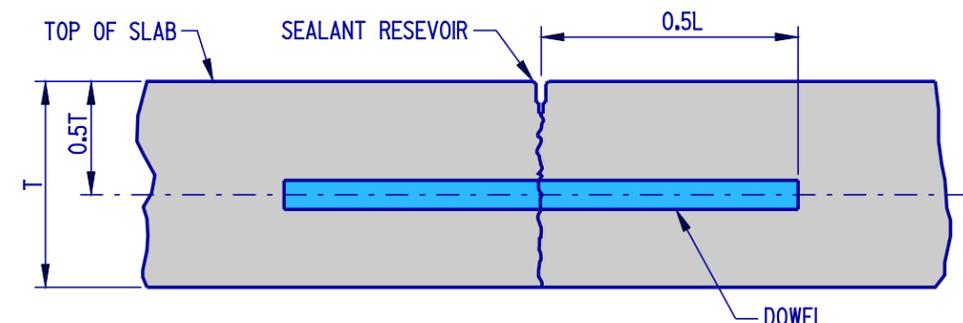
LONGITUDINAL SAW-CUT JOINT DETAIL



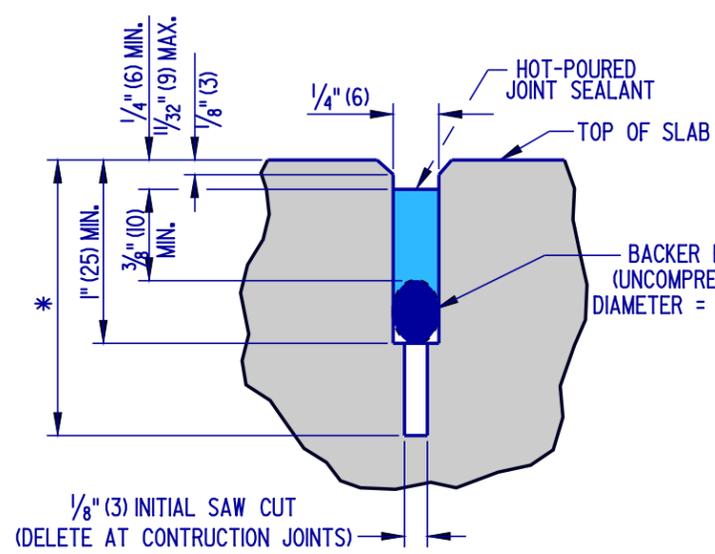
LONGITUDINAL CONSTRUCTION JOINT DETAIL



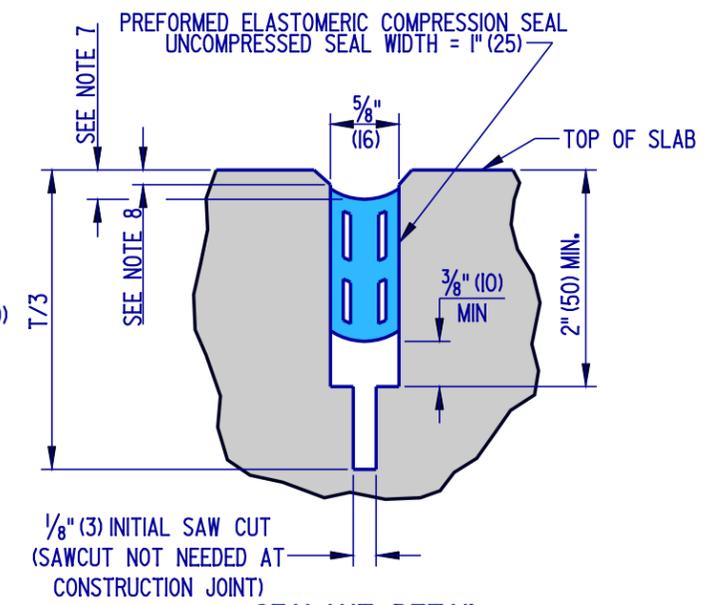
KEYWAY DETAIL



TRANSVERSE SAW-CUT JOINT DETAIL



SEALANT DETAIL-LONGITUDINAL JOINT



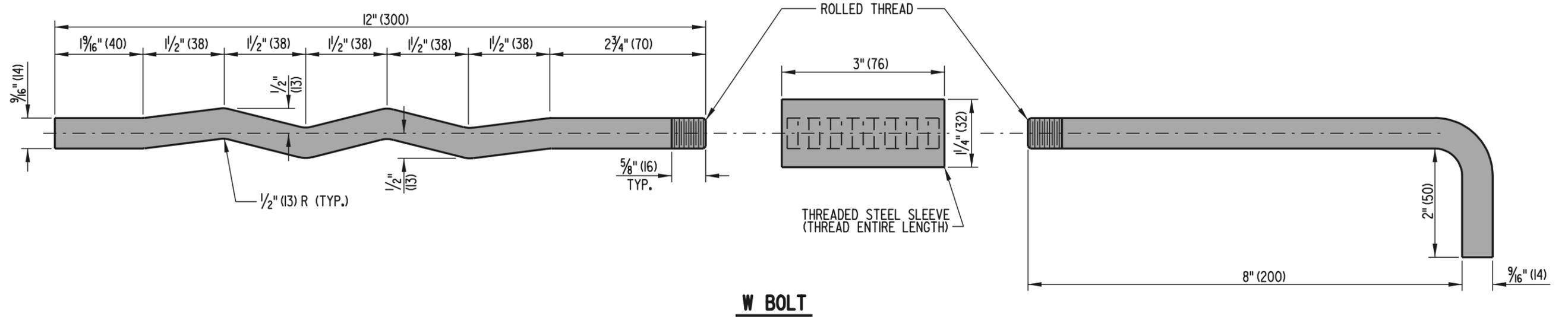
SEALANT DETAIL-TRANSVERSE JOINT

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

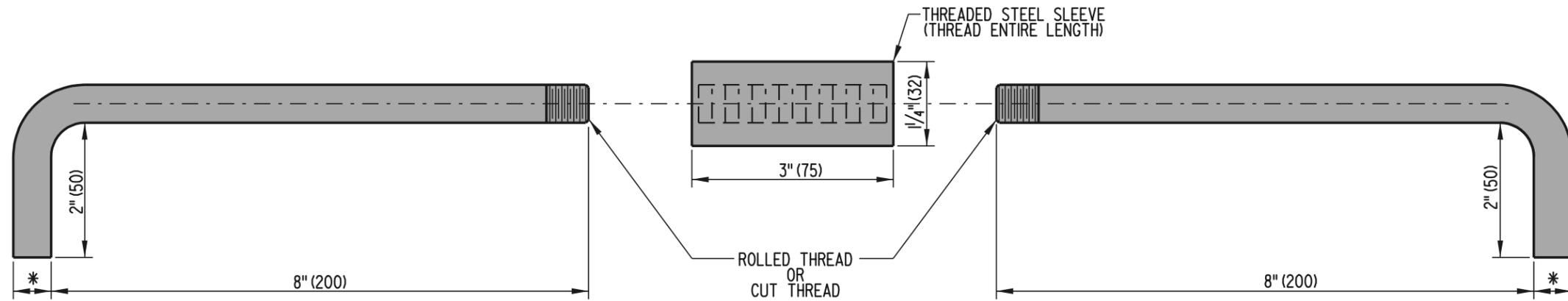
- NOTES:
- 1). AS DIMENSIONED, THE WIDTH OF THE TRANSVERSE SEALANT RESERVOIR IS APPLICABLE WHEN THE TEMPERATURE OF THE PAVEMENT SURFACE IS BETWEEN 60°F (16°C) AND 80°F (27°C). WHEN THE TEMPERATURE IS BELOW 60°F (16°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16" (2) WIDER. WHEN THE TEMPERATURE IS ABOVE 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

| | | | | | | |
|---|-------------------------|--------|------|--|--|------------------------|
|  <p>DELAWARE DEPARTMENT OF TRANSPORTATION</p> | P.C.C. PAVEMENT | | | | APPROVED <i>Carolann Wicks</i> CHIEF ENGINEER | 1/10/05 DATE |
| | STANDARD NO. P-1 (2004) | SHT. 2 | OF 5 | | RECOMMENDED <i>Dennis M. O'Flaherty</i> DESIGN ENGINEER | 1/3/05 DATE |

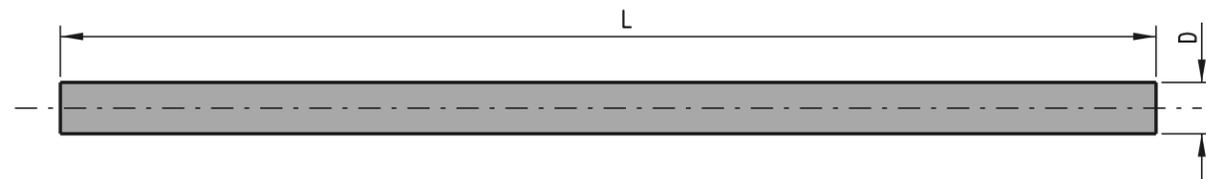


W BOLT



HOOK BOLT

* -11/16" (17) ROLLED THREADS
3/4" (19) CUT THREADS



DOWEL & TIE BAR

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



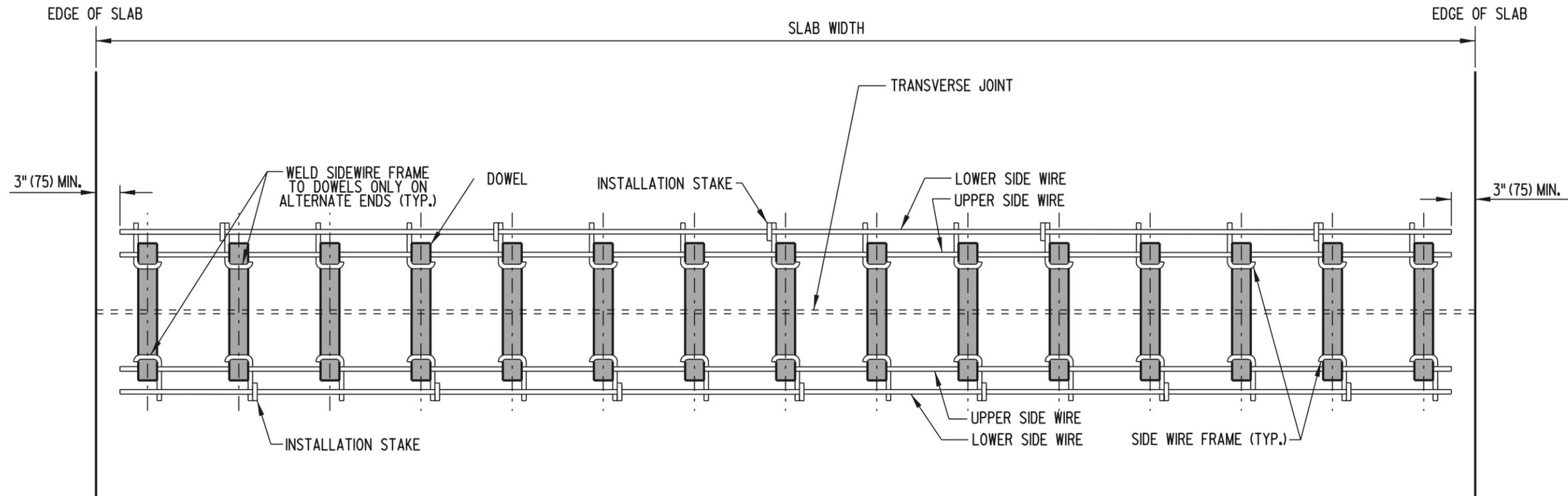
DELAWARE
DEPARTMENT OF TRANSPORTATION

P.C.C. PAVEMENT

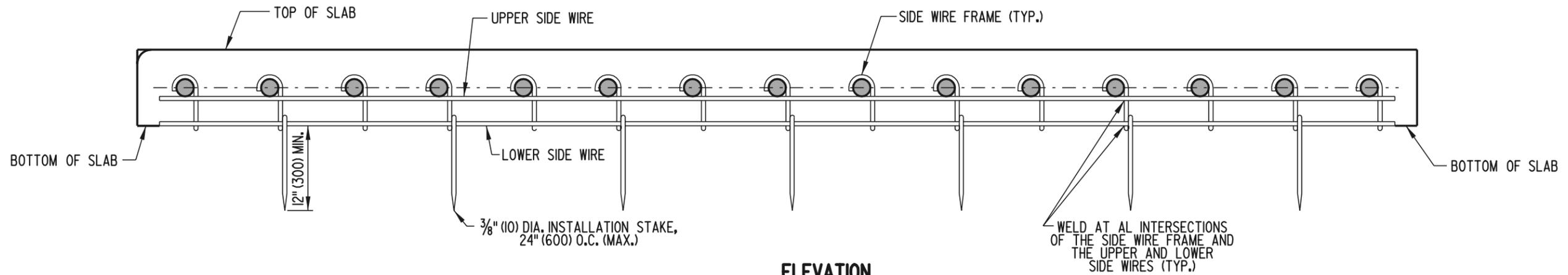
STANDARD NO. P-1 (2001)

SHT. 3 OF 5

APPROVED *Ryan M. Harkness* 6/18/01
CHIEF ENGINEER DATE
 RECOMMENDED *Michael R. [Signature]* 6/18/01
DESIGN ENGINEER DATE



PLAN



ELEVATION

DOWEL SUPPORT BASKET



DELAWARE
DEPARTMENT OF TRANSPORTATION

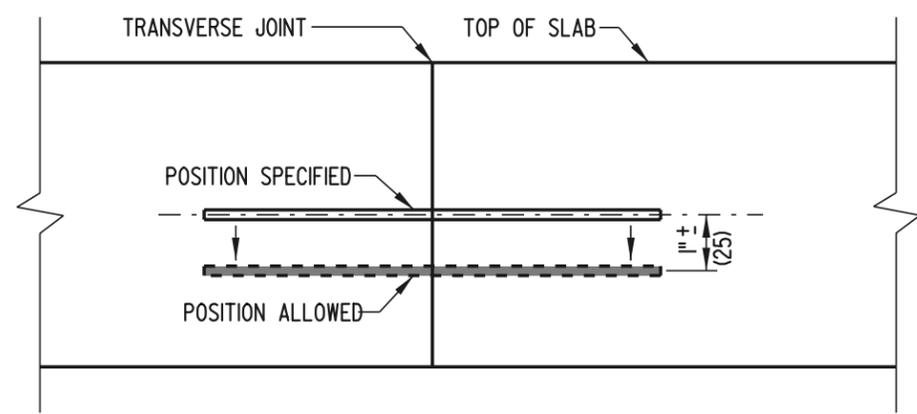
P.C.C. PAVEMENT

STANDARD NO. P-1 (2001)

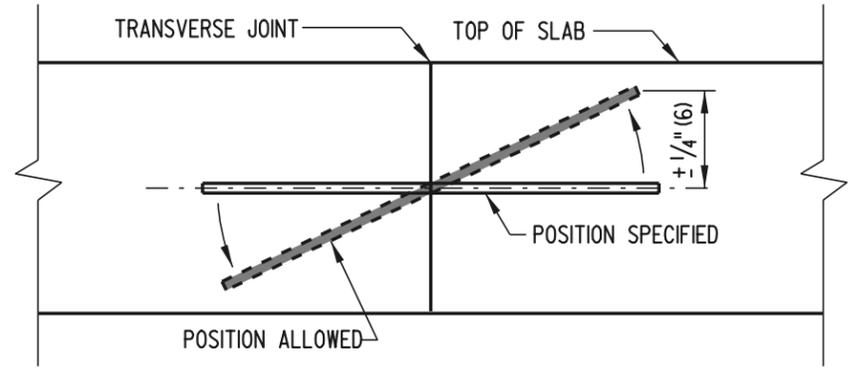
SHT. 4 OF 5

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

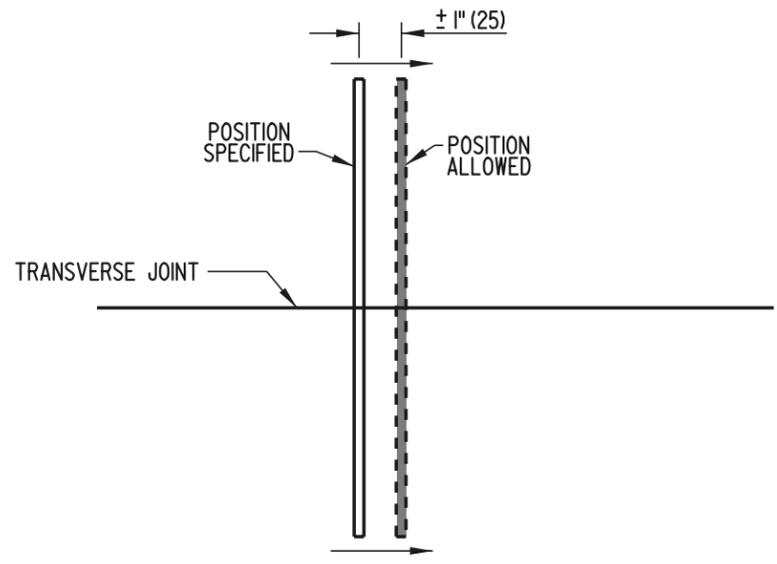
RECOMMENDED *Mehal Alghobari* 6/18/01
DESIGN ENGINEER DATE



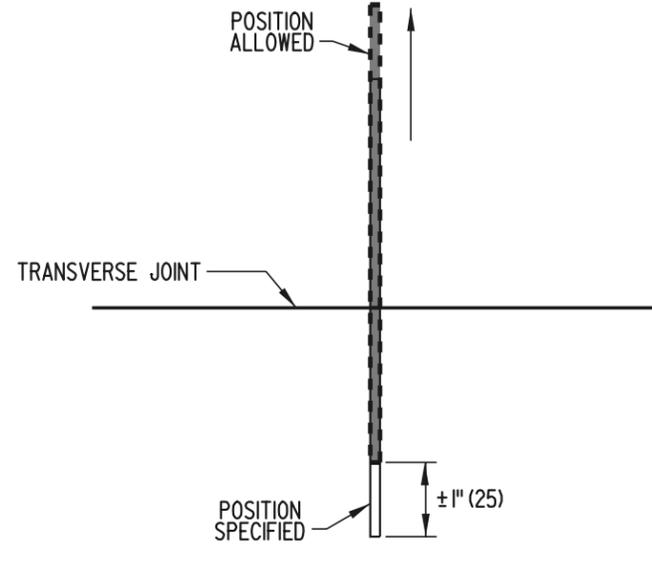
VERTICAL TRANSLATION



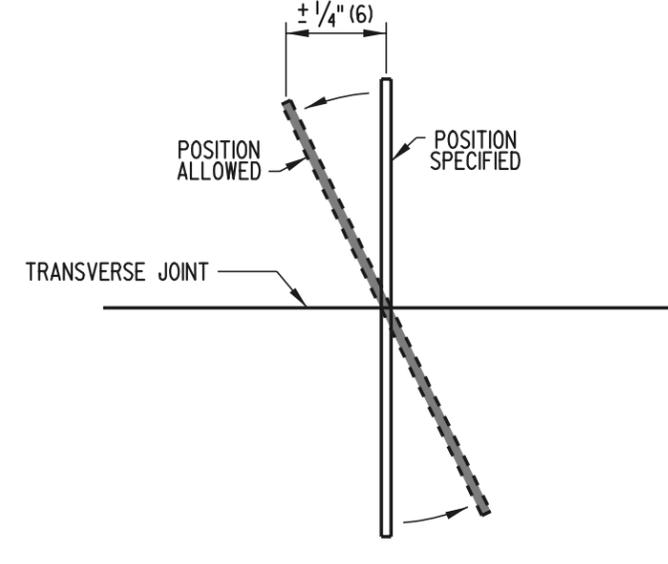
VERTICAL ROTATION



HORIZONTAL TRANSLATION



LONGITUDINAL TRANSLATION

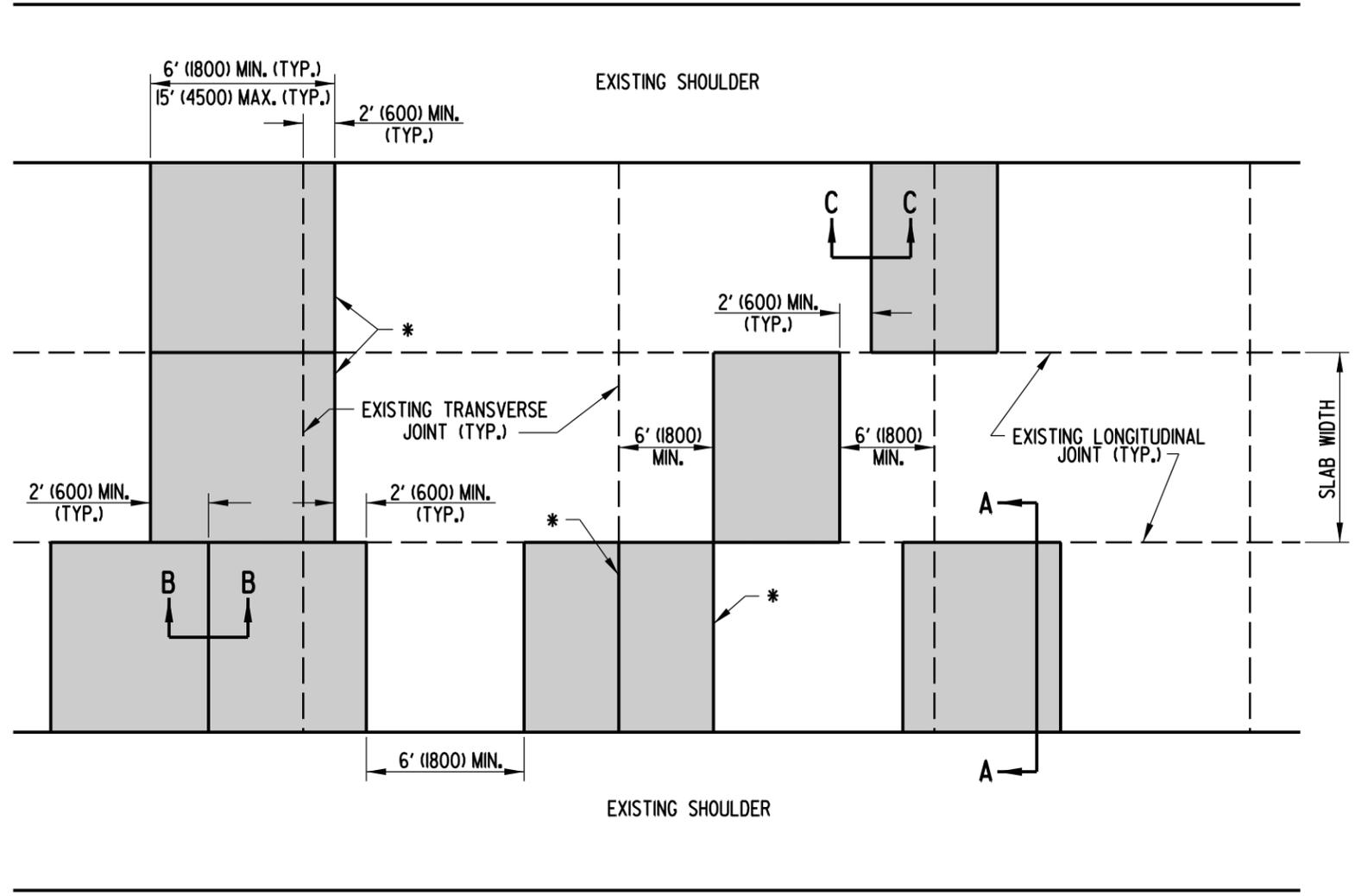


HORIZONTAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES

| | | | | |
|--|--------------------------------|---------------|-------------|--|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | P.C.C. PAVEMENT | | | APPROVED <i>Ryan M. Harshbarger</i> 6/18/01 <small>CHIEF ENGINEER DATE</small> |
| | STANDARD NO. P-1 (2001) | SHT. 5 | OF 5 | RECOMMENDED <i>Michael R. [Signature]</i> 6/18/01 <small>DESIGN ENGINEER DATE</small> |

SCALE : N.T.S.



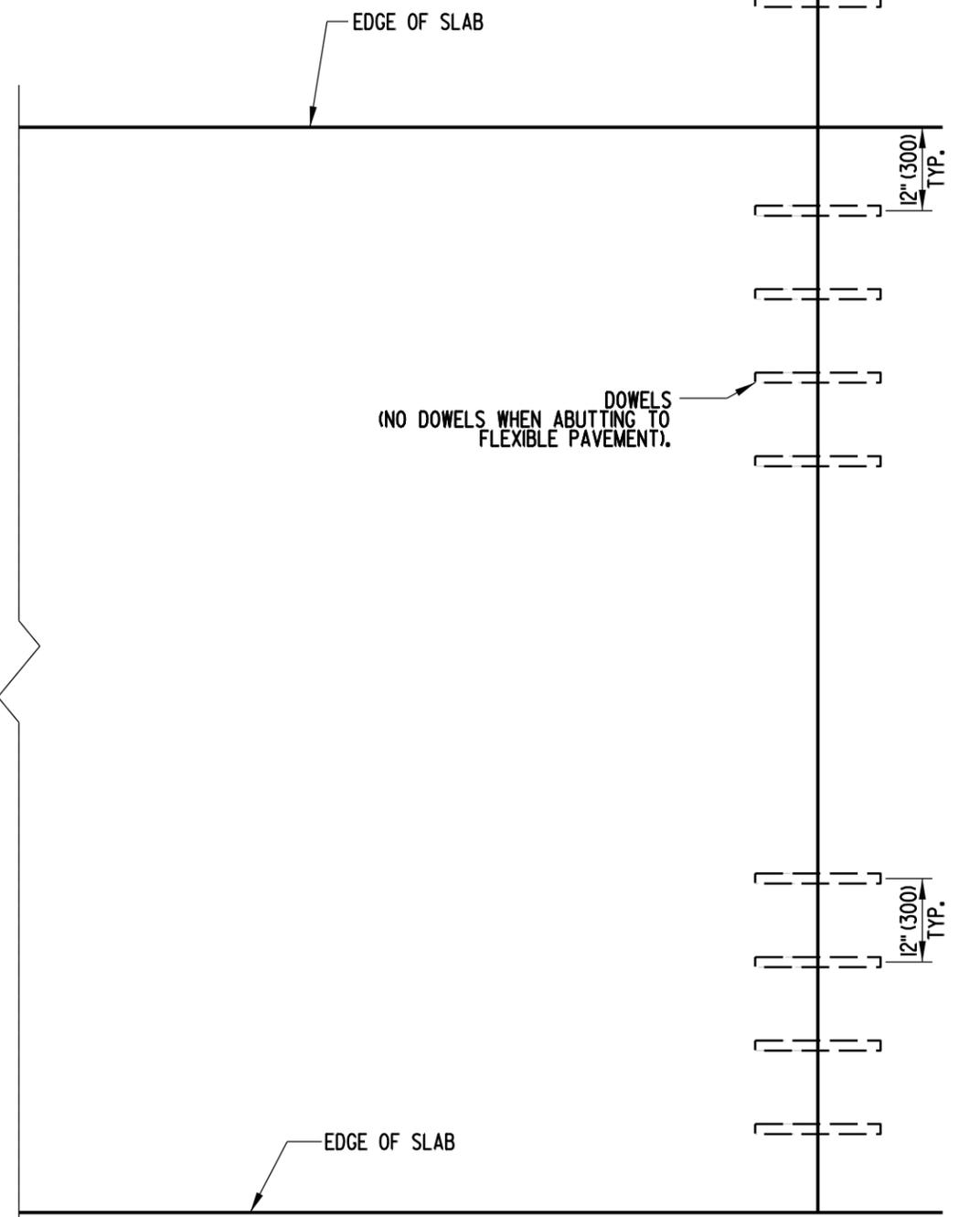
PLAN

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

NOTES:

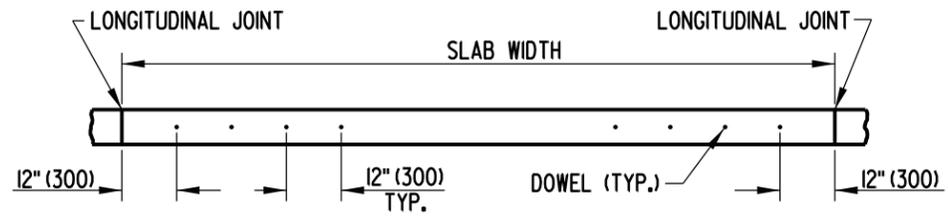
- 1). WHEN REPAIRING EXISTING TRANSVERSE JOINTS, THE PATCH SHALL EXTEND A MINIMUM OF 24" (600) THROUGH THE EXISTING JOINT, WHICH WILL RELOCATE THE JOINT.
- 2). PROPOSED LOCATIONS FOR TRANSVERSE JOINTS, WHEN NOT ALIGNED WITH THE FINAL EXPECTED TRANSVERSE JOINT LOCATIONS IN THE IMMEDIATELY ADJACENT LANES,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

FULL DEPTH PATCH

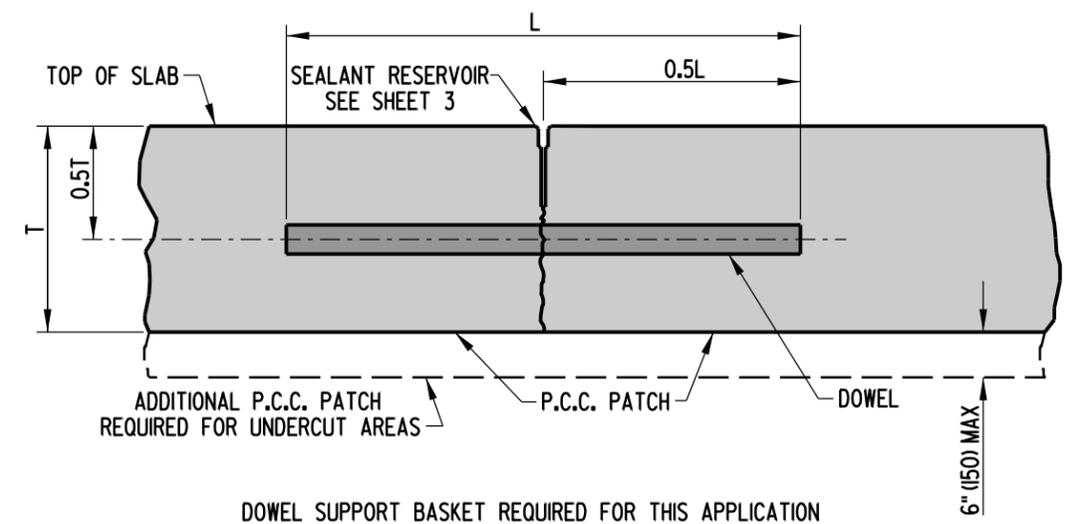


SLAB PLAN (WITH DOWEL AND TIE LOCATIONS)

| | | | | | |
|--|---------------------------------|--------|------|--------------------|------------------|
| <p>DELAWARE DEPARTMENT OF TRANSPORTATION</p> | P.C.C. PAVEMENT PATCHING | | | APPROVED | 11/18/08 DATE |
| | STANDARD NO. P-2 (2008) | SHT. 1 | OF 5 | RECOMMENDED | 11/17/08 DATE |



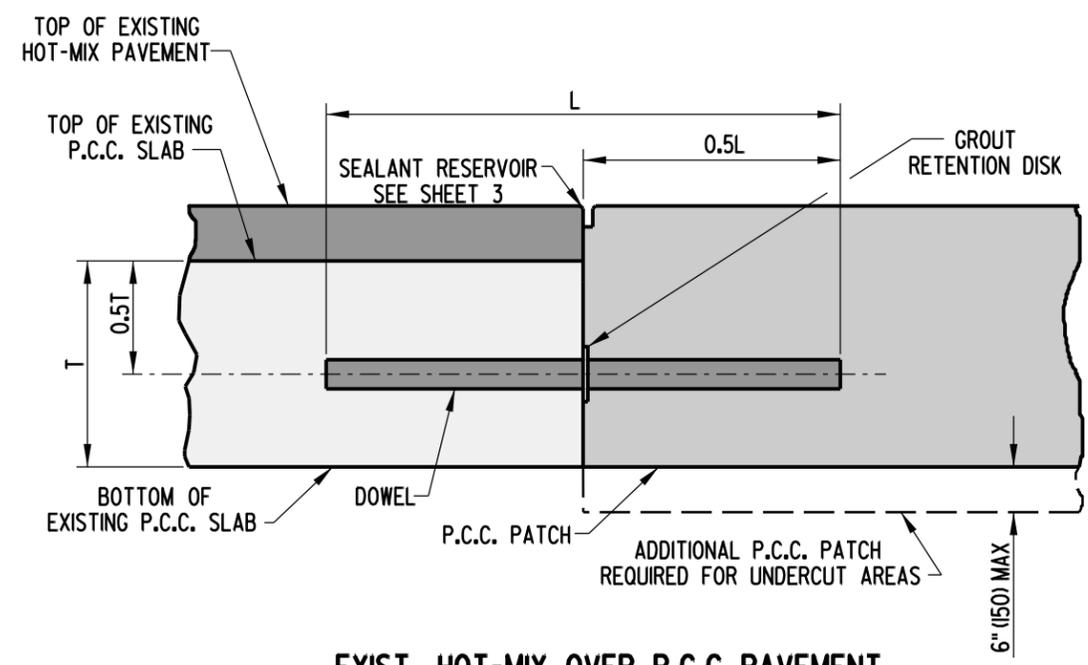
SECTION A-A



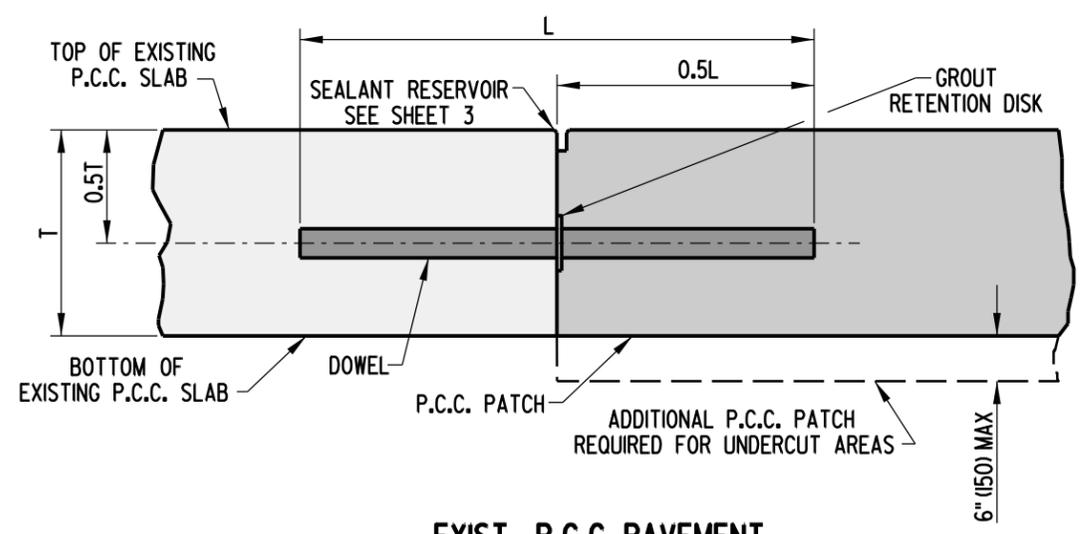
DOWEL SUPPORT BASKET REQUIRED FOR THIS APPLICATION
(REFER TO STANDARD CONSTRUCTION DETAIL FOR P.C.C. PAVEMENT.)

SECTION B-B

TRANSVERSE SAW-CUT USED FOR JOINTS LOCATED WITHIN THE PATCH



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

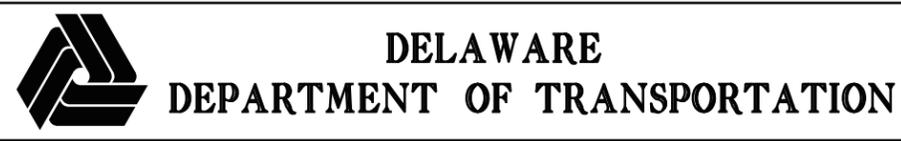


EXIST. P.C.C. PAVEMENT

SECTION C-C

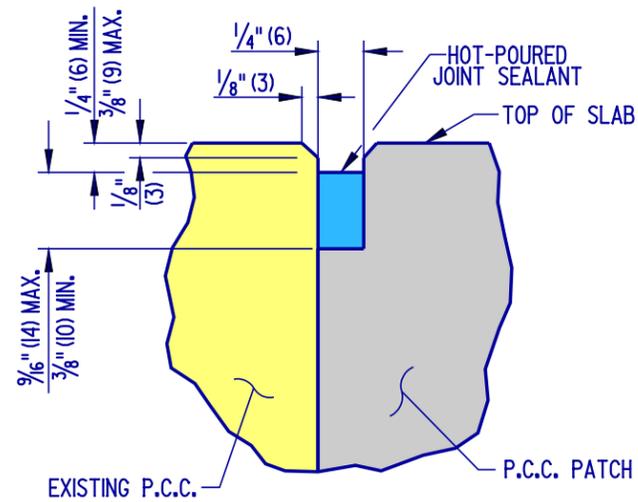
TRANSVERSE CONSTRUCTION JOINT USED ON JOINTS BETWEEN EXISTING PAVEMENT AND PATCH

FULL DEPTH PATCH

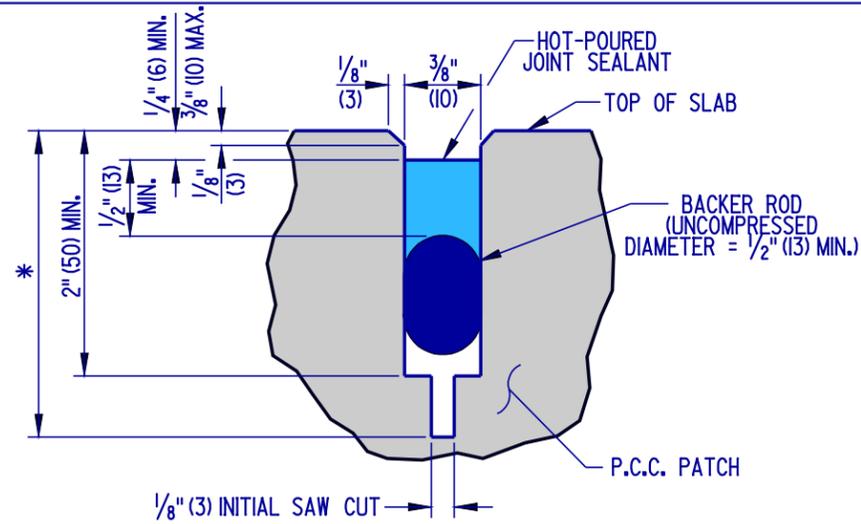


| | | | |
|---------------------------------|------------|------|--------|
| P.C.C. PAVEMENT PATCHING | | | |
| STANDARD NO. | P-2 (2008) | SHT. | 2 OF 5 |

| | | | |
|-------------|---------------------------------------|------|----------|
| APPROVED | <i>[Signature]</i> CHIEF ENGINEER | DATE | 11/18/08 |
| RECOMMENDED | <i>[Signature]</i> DESIGN ENGINEER | DATE | 11/17/08 |

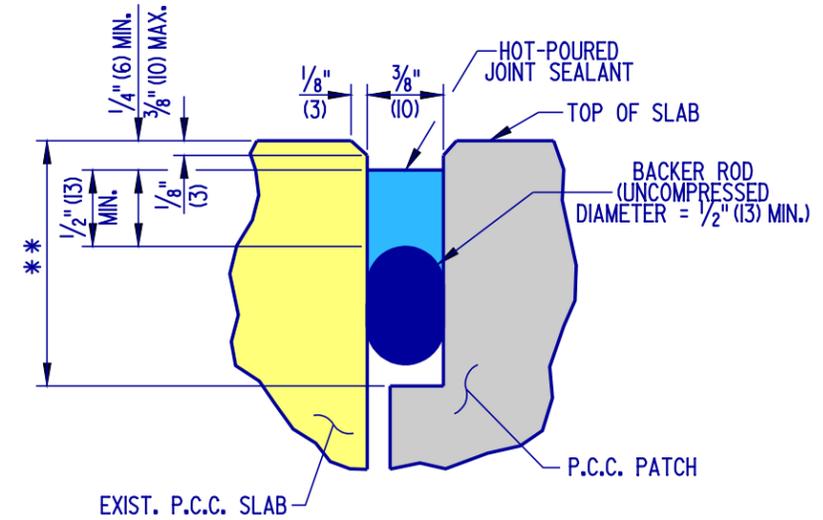


SEALANT DETAIL - LONGITUDINAL JOINT



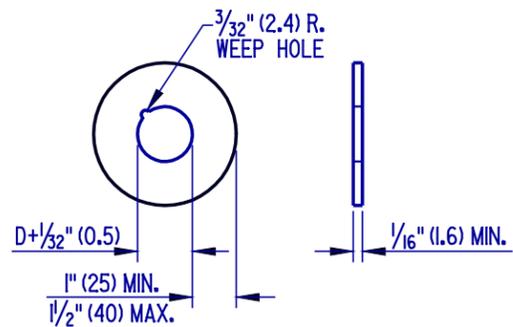
* - 0.3T (T < 10" (250) P.C.C. PAVEMENT)
0.4T (T > 10" (250) P.C.C. PAVEMENT)

SEALANT DETAIL - TRANSVERSE SAW-CUT JOINT



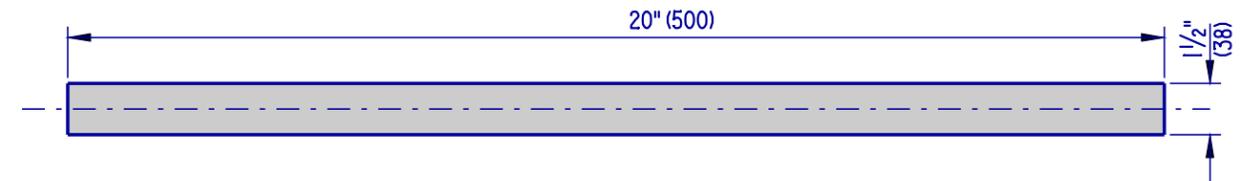
** - 2" (50) MIN. WITH BACKER ROD
5/8" (16) MIN. WITH BOND BREAKER TAPE

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

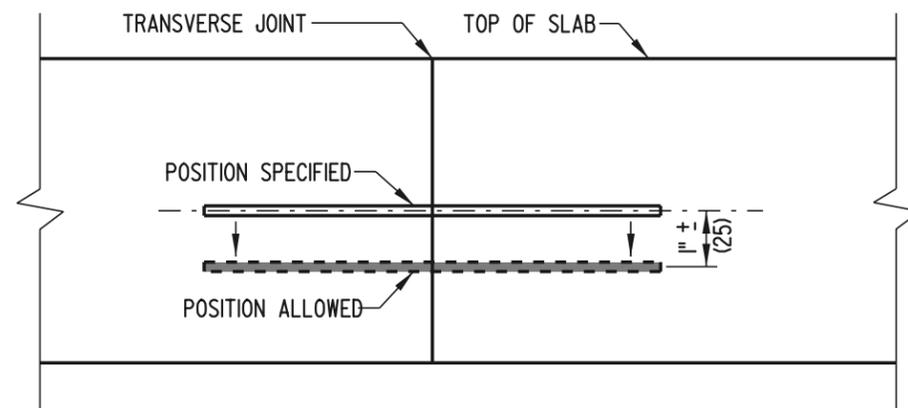
OF 5

APPROVED

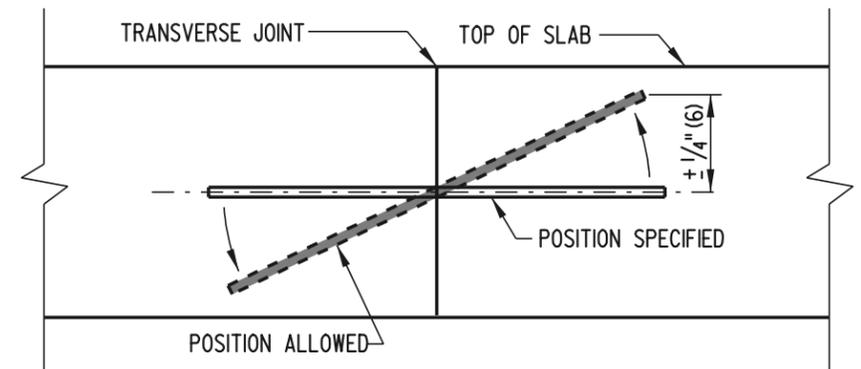
Carolann Wicks 1/10/05
CHIEF ENGINEER DATE

RECOMMENDED

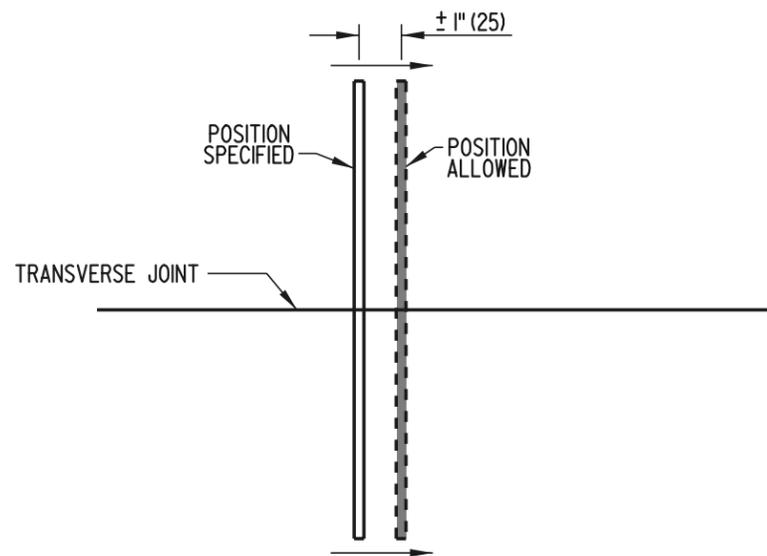
Dennis M. O'Flaherty 1/13/05
DESIGN ENGINEER DATE



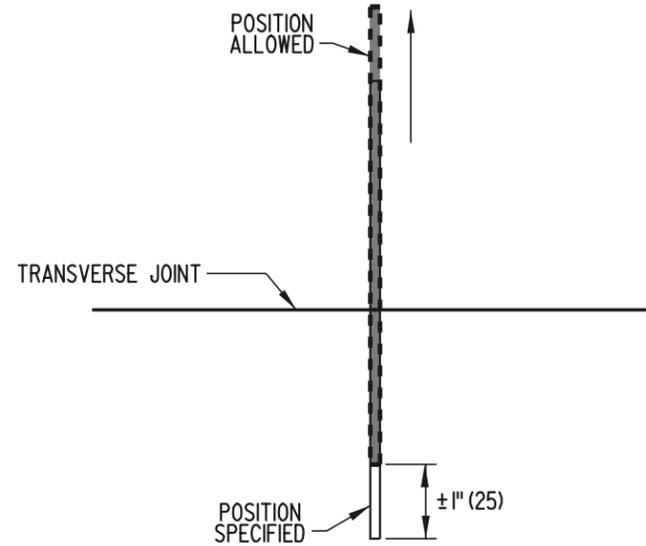
VERTICAL TRANSLATION



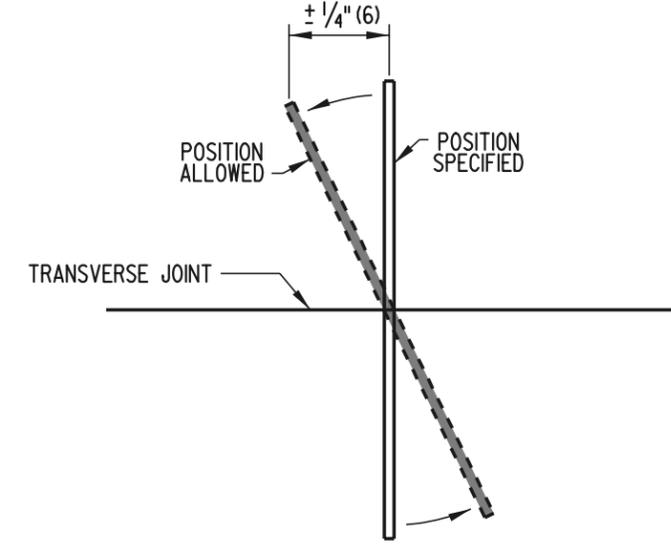
VERTICAL ROTATION



HORIZONTAL TRANSLATION



LONGITUDINAL TRANSLATION



HORIZONTAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES

FULL DEPTH PATCH



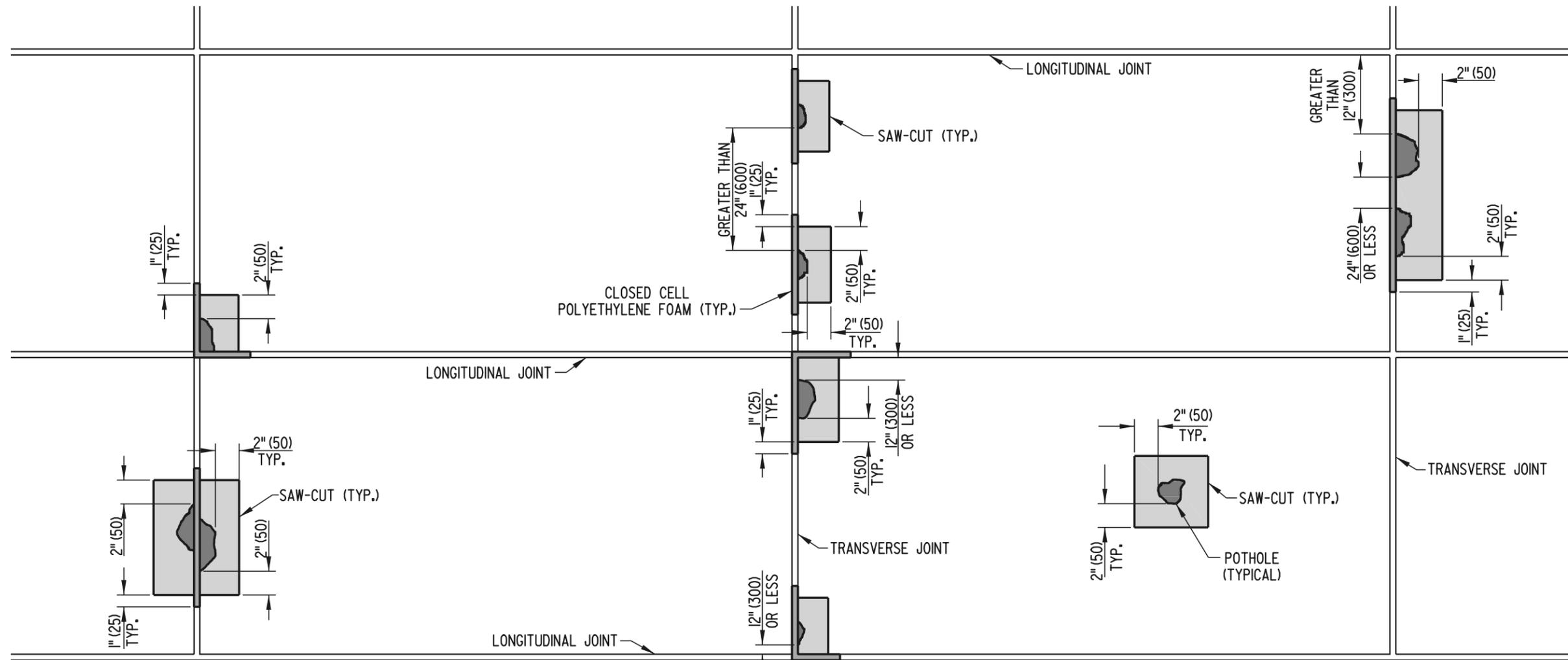
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT PATCHING

STANDARD NO. **P-2 (2001)**

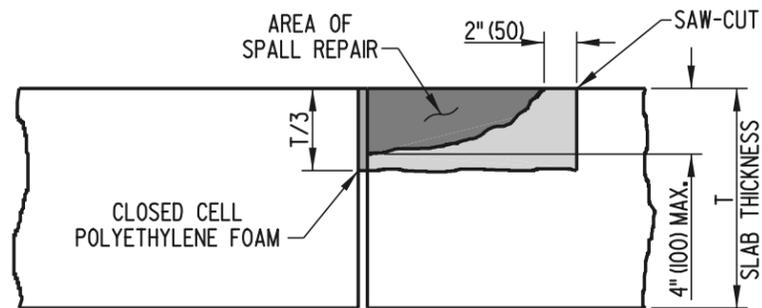
SHT. **4** OF **5**

APPROVED *Ryan M. Harshbarger* **6/18/01**
CHIEF ENGINEER DATE
 RECOMMENDED *Michael R. [Signature]* **6/18/01**
DESIGN ENGINEER DATE

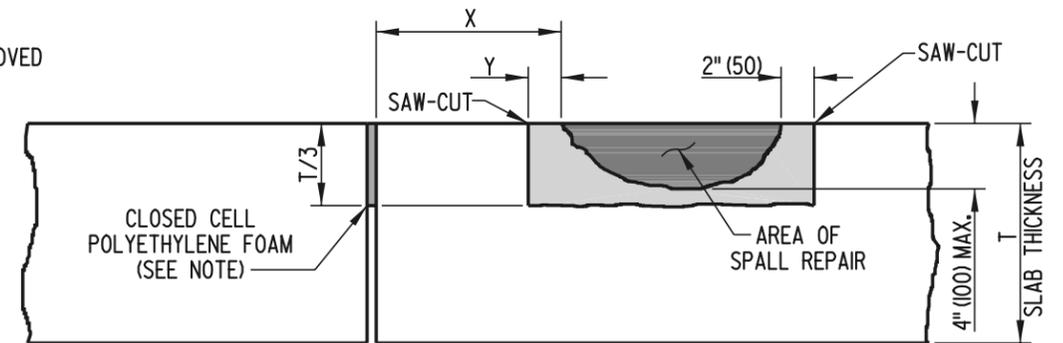


PLAN

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.

PARTIAL DEPTH PATCH



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT PATCHING

STANDARD NO.

P-2 (2001)

SHT. 5

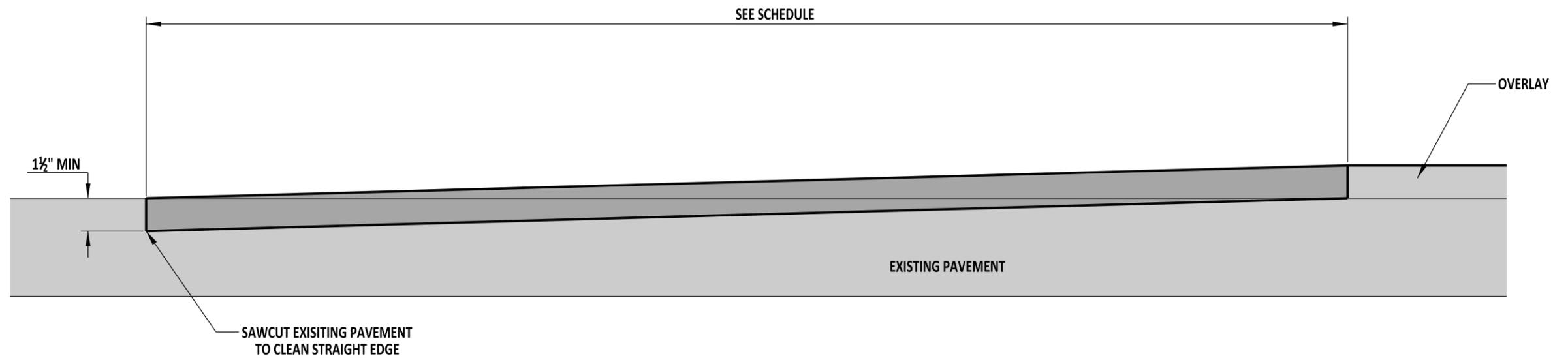
OF 5

APPROVED

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

RECOMMENDED

Michael R. [Signature]
DESIGN ENGINEER DATE 6/18/01



NOTE:
THE PROFILE OF THE OVERLAY PAVING SHALL BE ADJUSTED TO ASSURE A SMOOTH TRANSITION THROUGH THE BUTT JOINT.

| CONDITION | SLOPE |
|---------------------------------|-------|
| GREATER THAN OR EQUAL TO 55 MPH | 40:1 |
| LESS THAN 55MPH | 30:1 |
| STOP OR INTERSECTION | 15:1 |



DELAWARE
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

STANDARD NO. P-3 (2012)

SHT. 1 OF 1

APPROVED

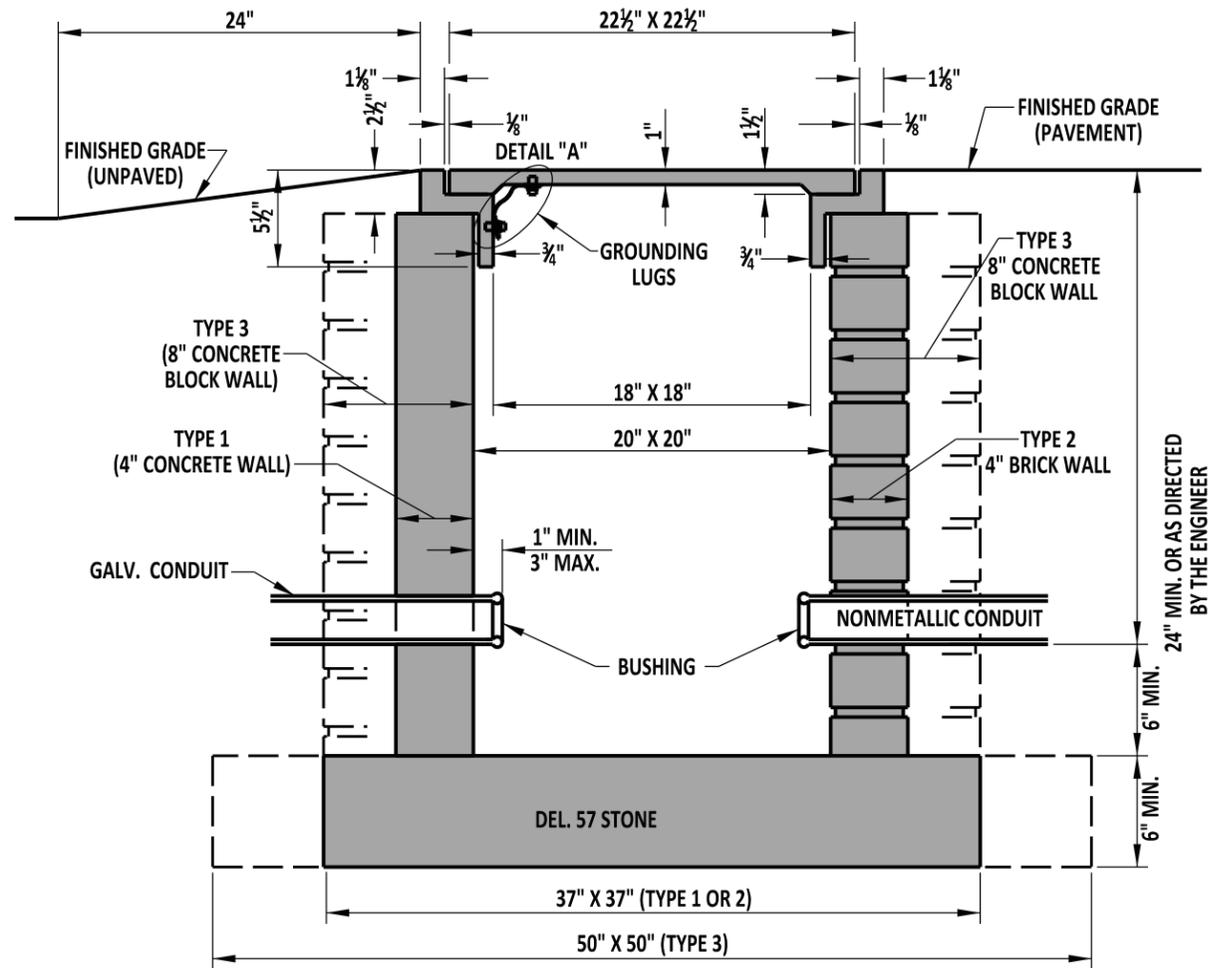
SIGNATURE ON FILE
CHIEF ENGINEER

01/07/2013
DATE

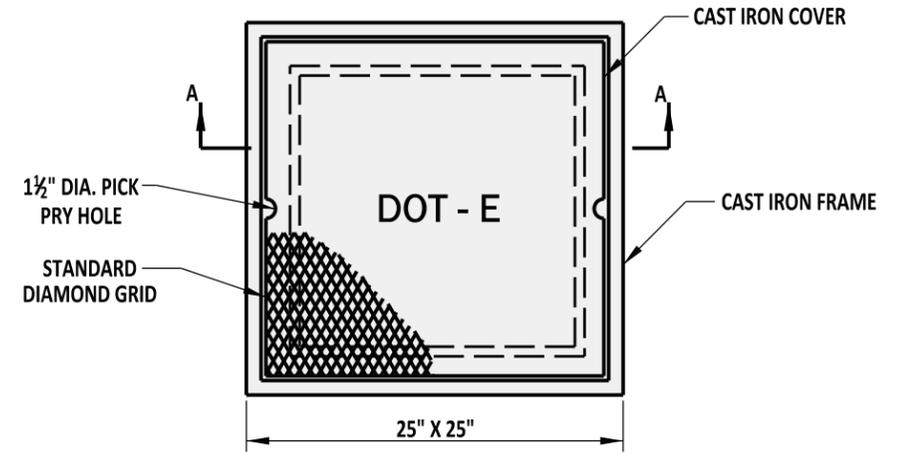
RECOMMENDED

SIGNATURE ON FILE
DESIGN ENGINEER

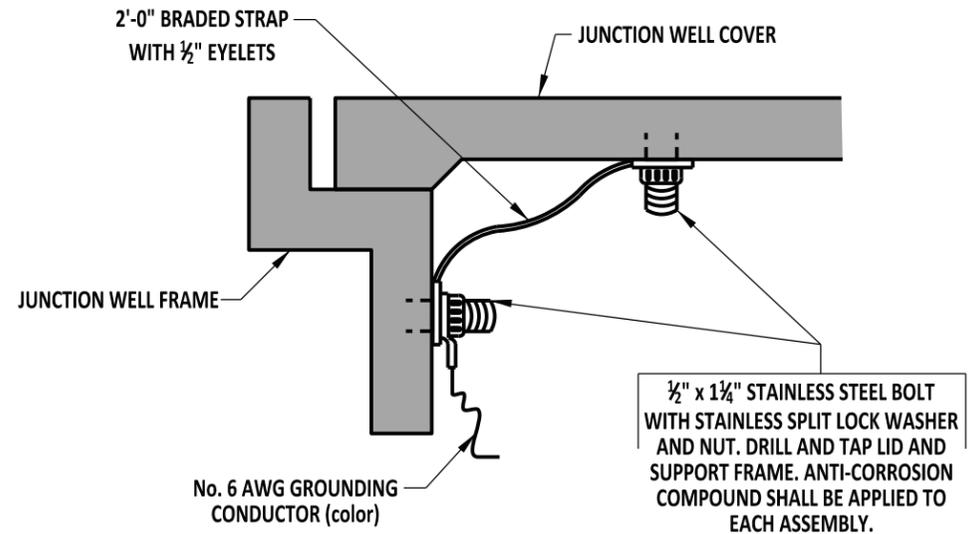
12/20/2012
DATE



SECTION A-A



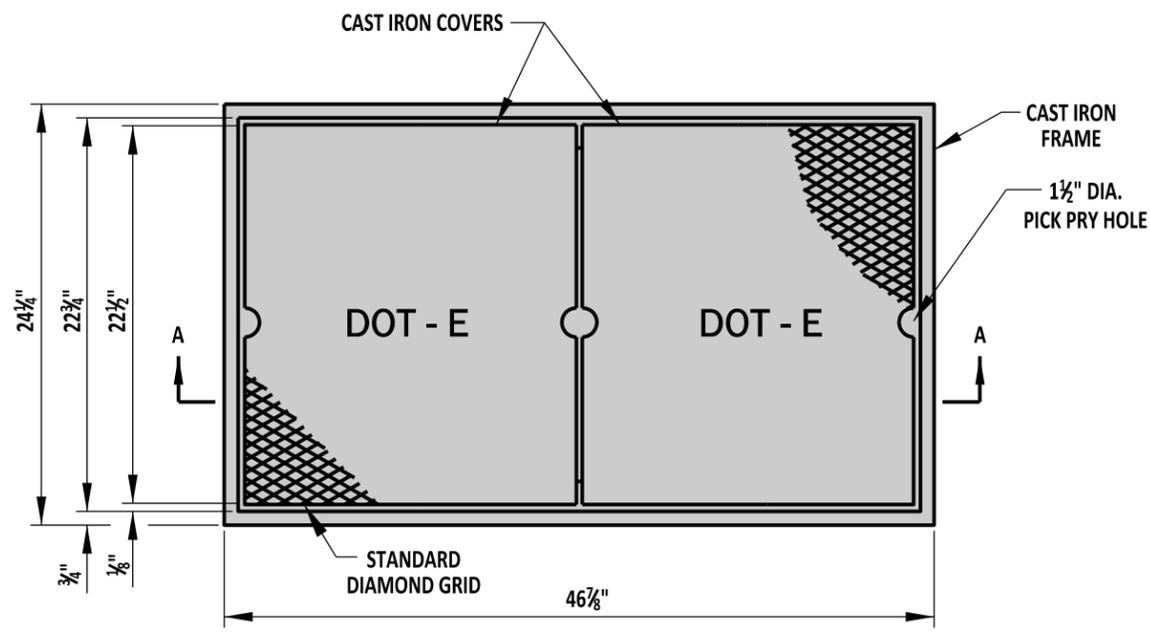
PLAN VIEW



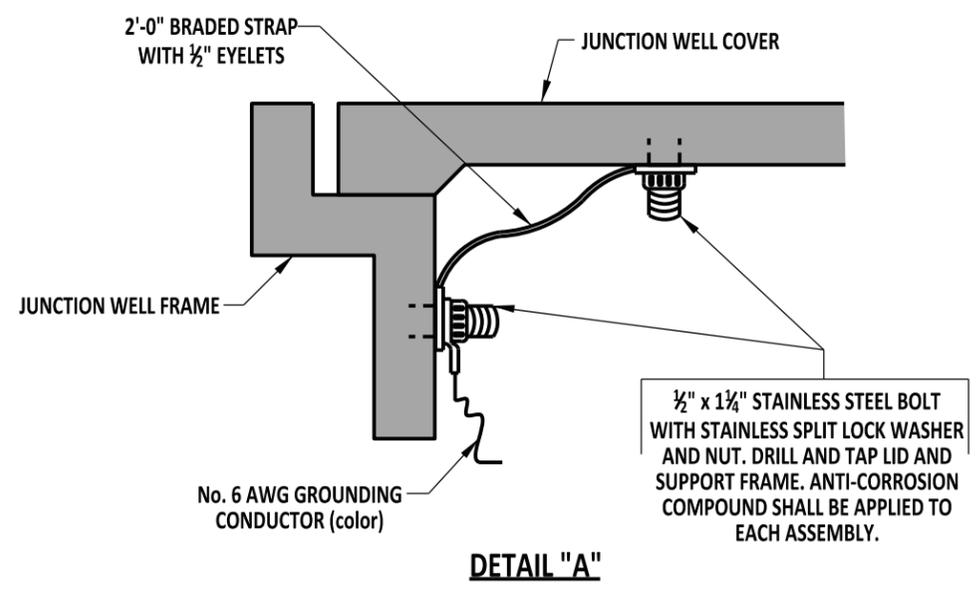
DETAIL "A"

NOTES:

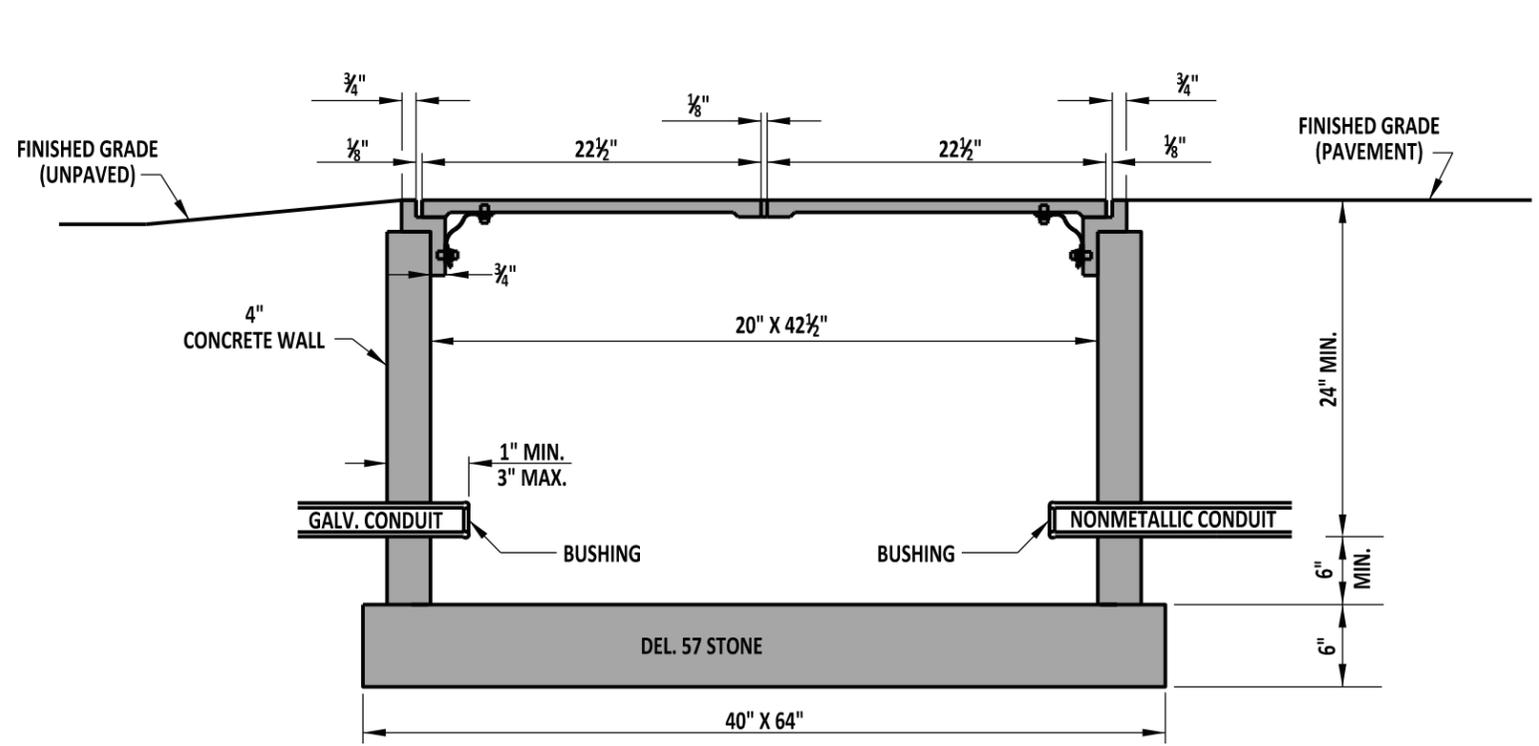
- 1). TYPE 1 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
- 2). TYPES 2 AND 3 CONDUIT JUNCTION WELLS SHALL BE BRICK AND WILL CONFORM TO STANDARD SPECIFICATIONS FOR BRICK MASONRY. JOINTS SHALL BE CONCAVE TYPE. TYPE 2 WALLS WILL BE A NOMINAL 4" THICK. TYPE 3 WALL WILL BE A NOMINAL 8" THICK.
- 3). JUNCTION WELLS SHALL NOT BE PLACED UNDER ANY TYPE OF PAVEMENT.
- 4). ALL CONDUIT JUNCTION WELLS SHALL 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.
- 5). ALL CRACKS, GAPS, OR OPENINGS IN JUNCTION WELL WALL SHALL BE SEALED WITH CONCRETE.



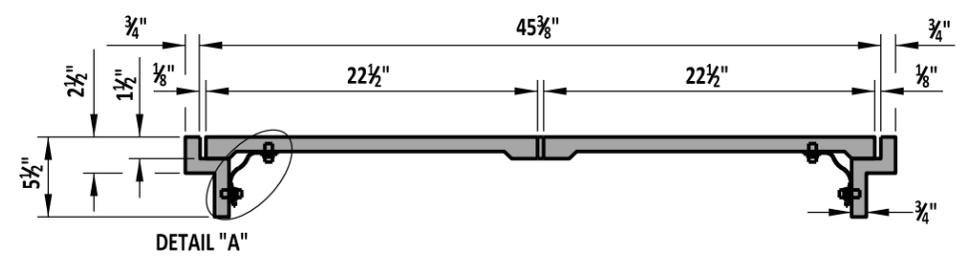
PLAN VIEW



DETAIL "A"

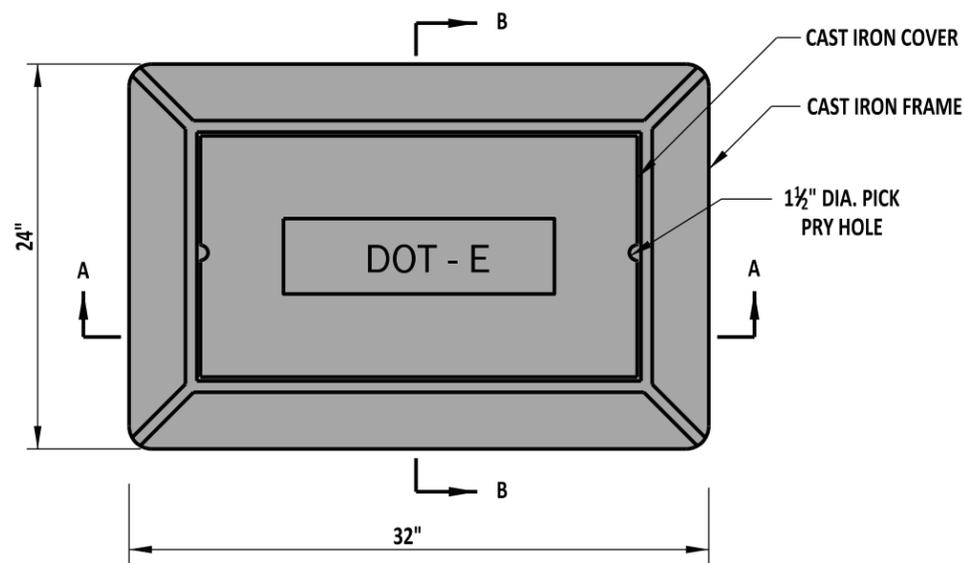


SECTION A-A



- NOTES:**
- 1). TYPE 4 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
 - 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED SHALL BE WITHIN 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.
 - 3). ALL CRACKS, GAPS, OR OPENINGS IN JUNCTION WELL WALL SHALL BE SEALED WITH CONCRETE.

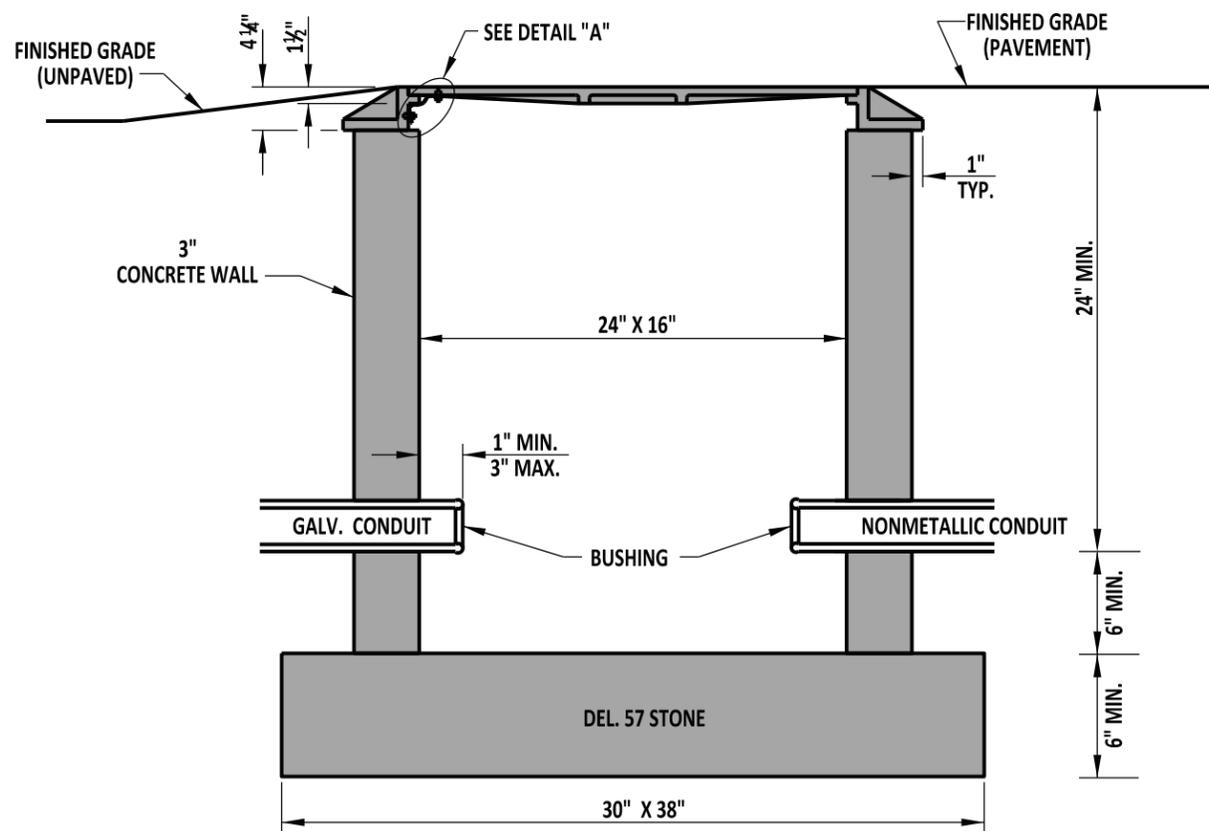
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|  DELAWARE DEPARTMENT OF TRANSPORTATION | CONDUIT JUNCTION WELL, TYPE 4 | | | APPROVED | SIGNATURE ON FILE <small>CHIEF ENGINEER</small> | 01/07/2013 <small>DATE</small> |
| | STANDARD NO. | T-1 (2012) | SHT. 2 OF 3 | RECOMMENDED | SIGNATURE ON FILE <small>DESIGN ENGINEER</small> | 12/20/2012 <small>DATE</small> |



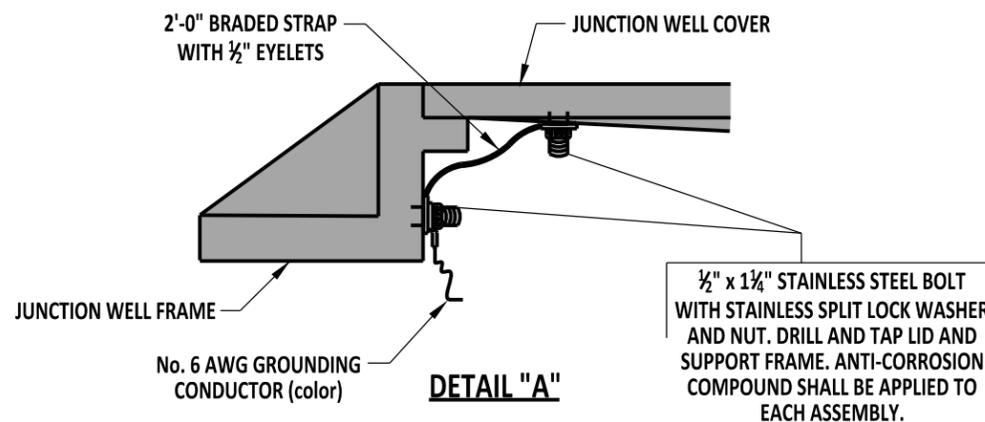
PLAN VIEW

NOTES:

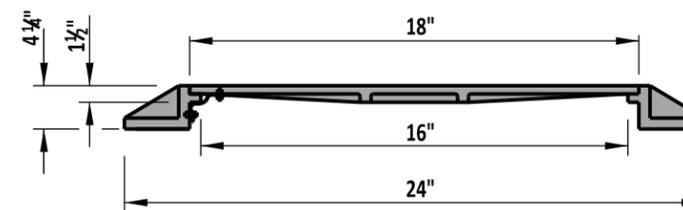
- 1). TYPE 5 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED SHALL BE WITHIN CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.
- 3). ALL CRACKS, GAPS, OR OPENINGS IN JUNCTION WELL WALL SHALL BE SEALED WITH CONCRETE.



SECTION A-A



DETAIL "A"



SECTION B-B



DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 5

STANDARD NO. T-1 (2012)

SHT. 3 OF 3

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SIGNATURE ON FILE
CHIEF ENGINEER

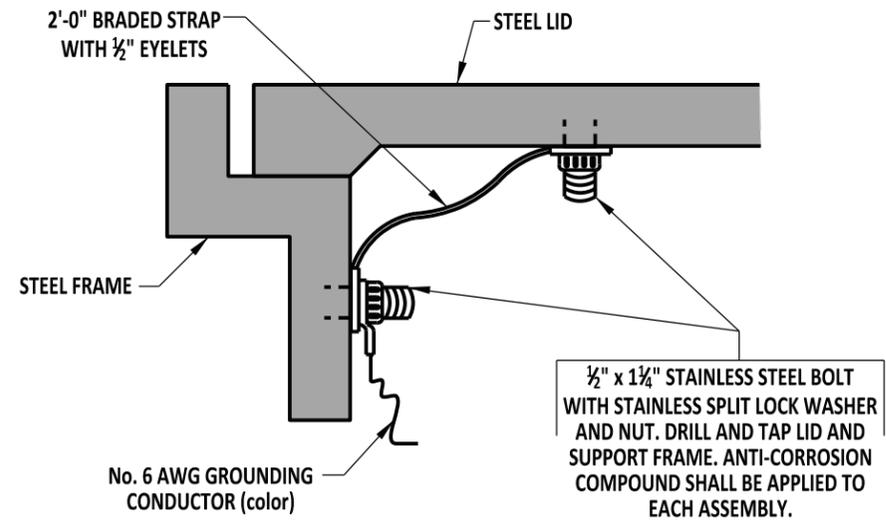
01/07/2013
DATE

RECOMMENDED

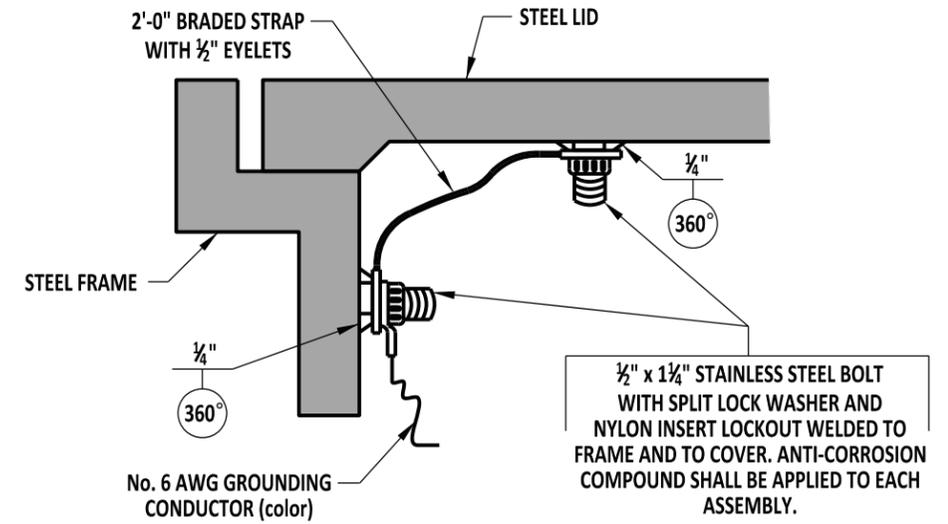
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DESIGN ENGINEER

12/20/2012
DATE

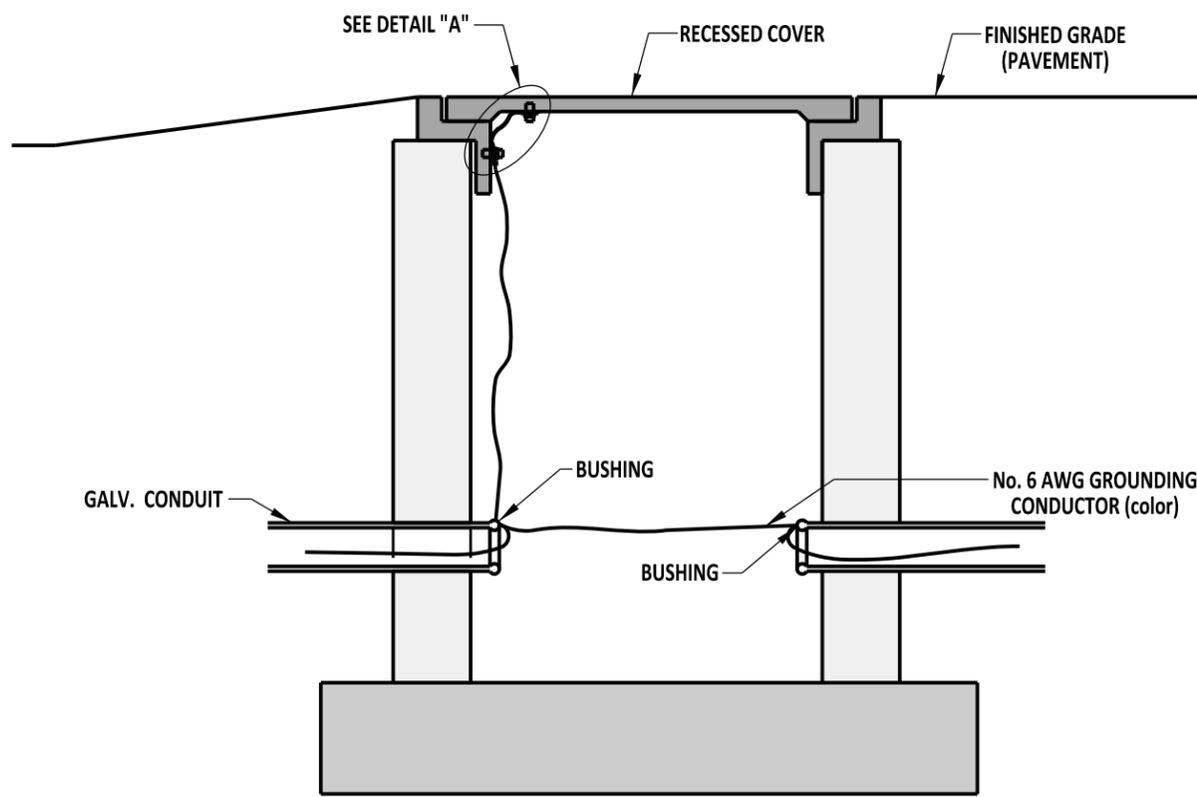
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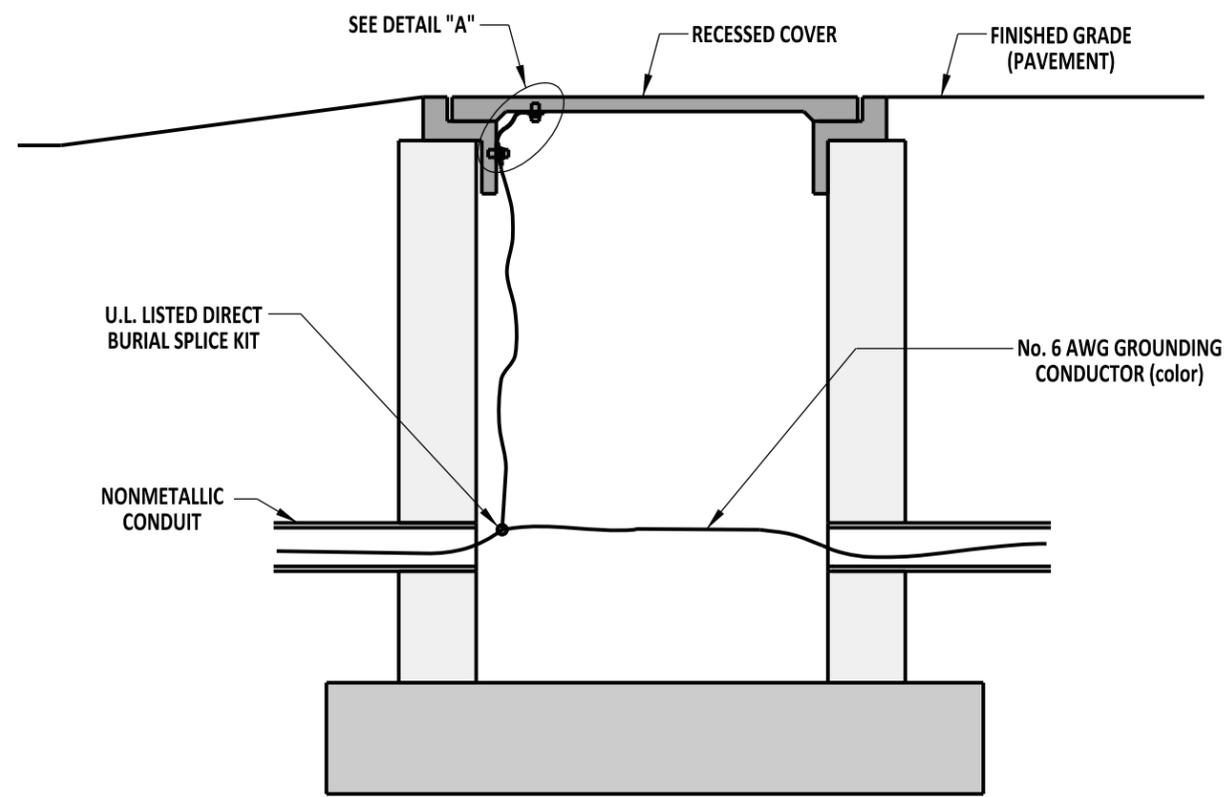
DETAIL "A"



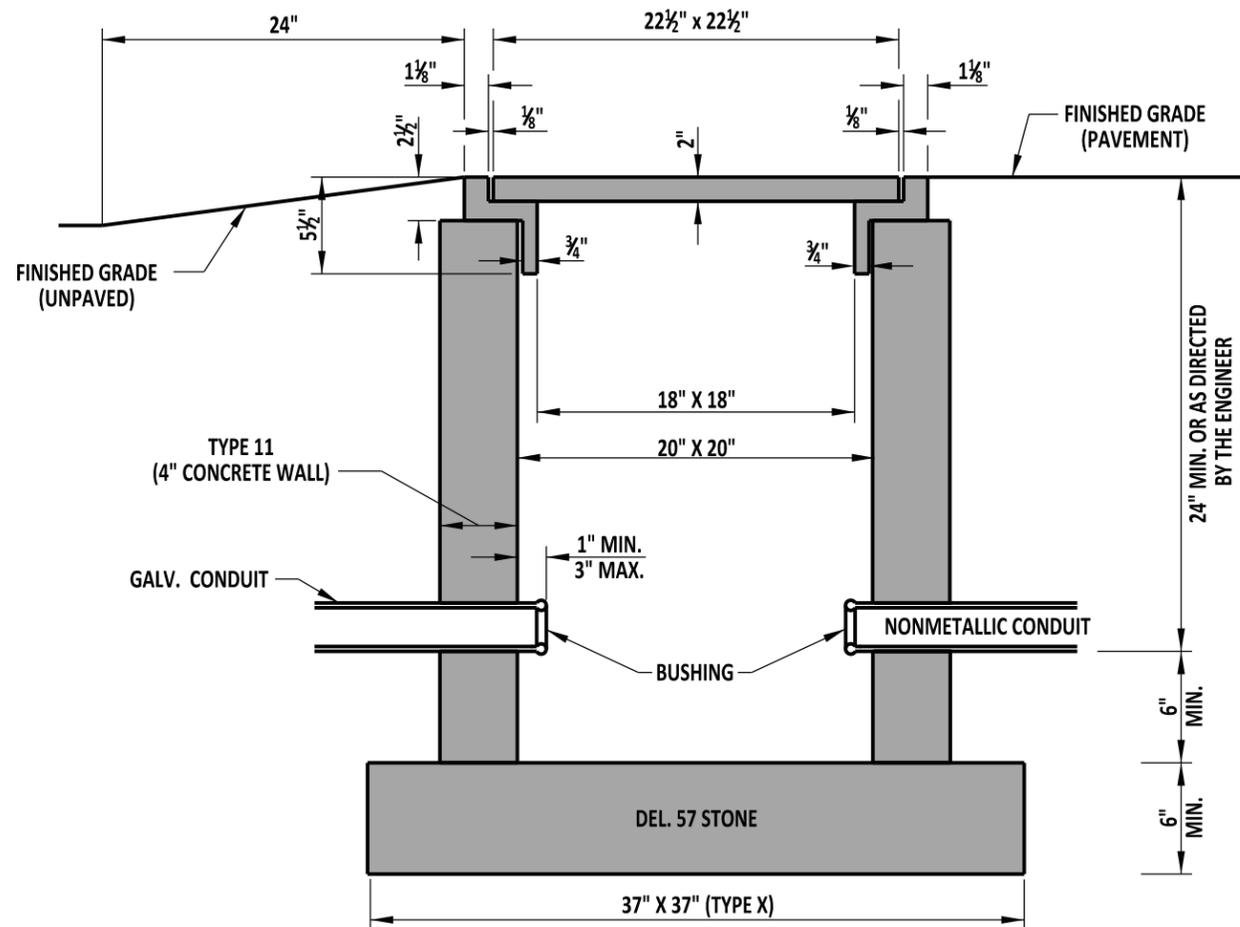
BONDING AN EXISTING JUNCTION WELL COVER & FRAME



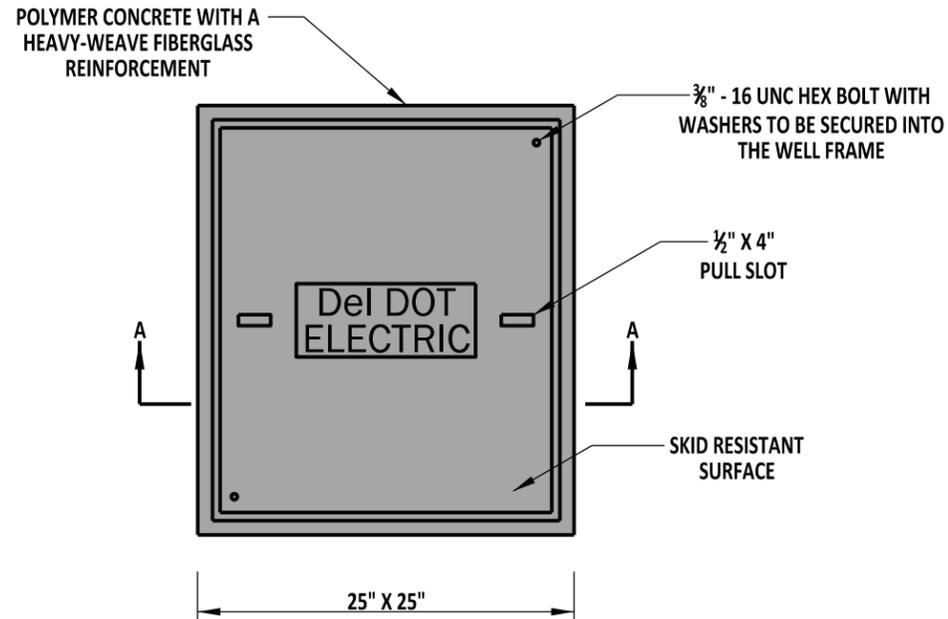
JUNCTION WELL BONDING GALVANIZED TO GALVANIZED



JUNCTION WELL BONDING NONMETALLIC CONDUIT



SECTION A-A



PLAN VIEW

- NOTES:**
- 1). TYPE 11 CONDUIT JUNCTION WELL LID SHALL BE PRECAST POLYMER CONCRETE WITH A HEAVY-WEAVE FIBERGLASS FRAME. INSTALLED ON A PRECAST CONCRETE WELL.
 - 2). TYPE 11 CONDUIT JUNCTION WELL BODY SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
 - 3). TYPE 11 CONDUIT JUNCTION WELLS SHALL 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.
 - 4). ALL CRACKS, GAPS, OR OPENING IN JUNCTION WELL WALL SHALL BE SEALED WITH CONCRETE.

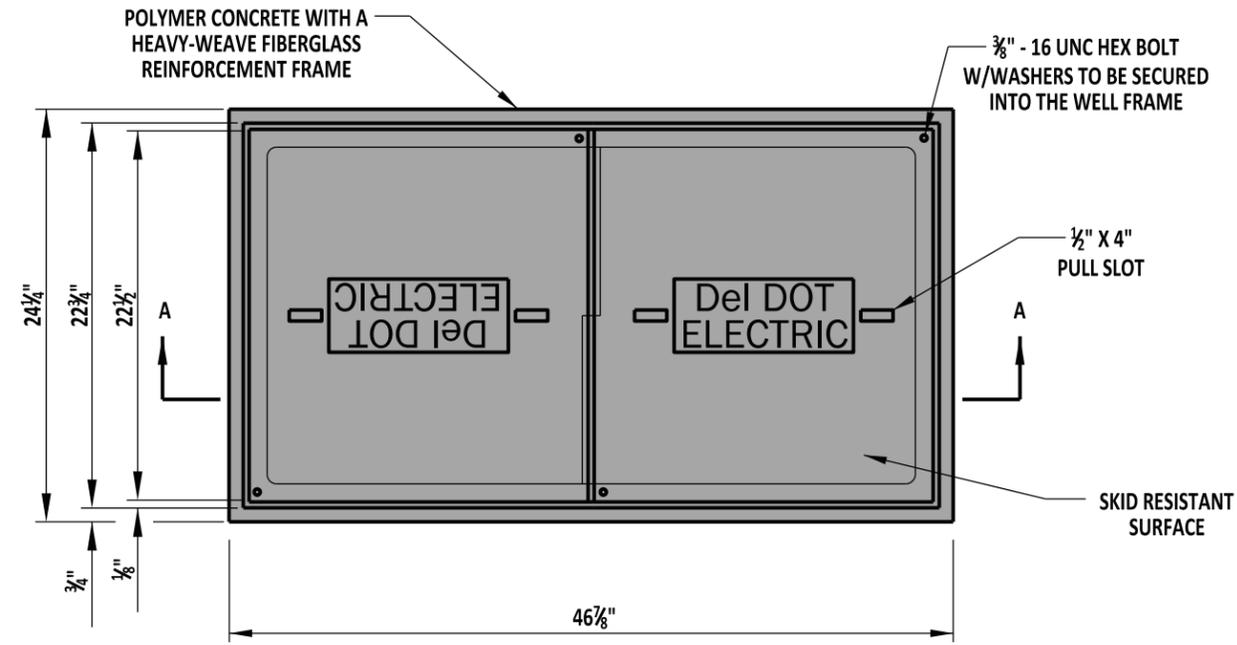


DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 11

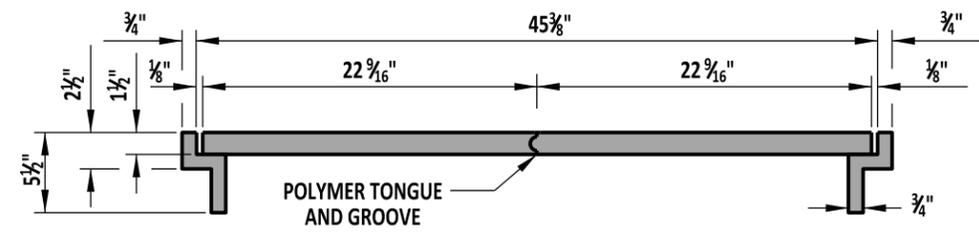
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| STANDARD NO. | T-3 (2012) | SHT. | 1 | OF | 3 |
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| APPROVED | SIGNATURE ON FILE | 01/07/2013 |
| | CHIEF ENGINEER | DATE |
| RECOMMENDED | SIGNATURE ON FILE | 12/20/2012 |
| | DESIGN ENGINEER | DATE |

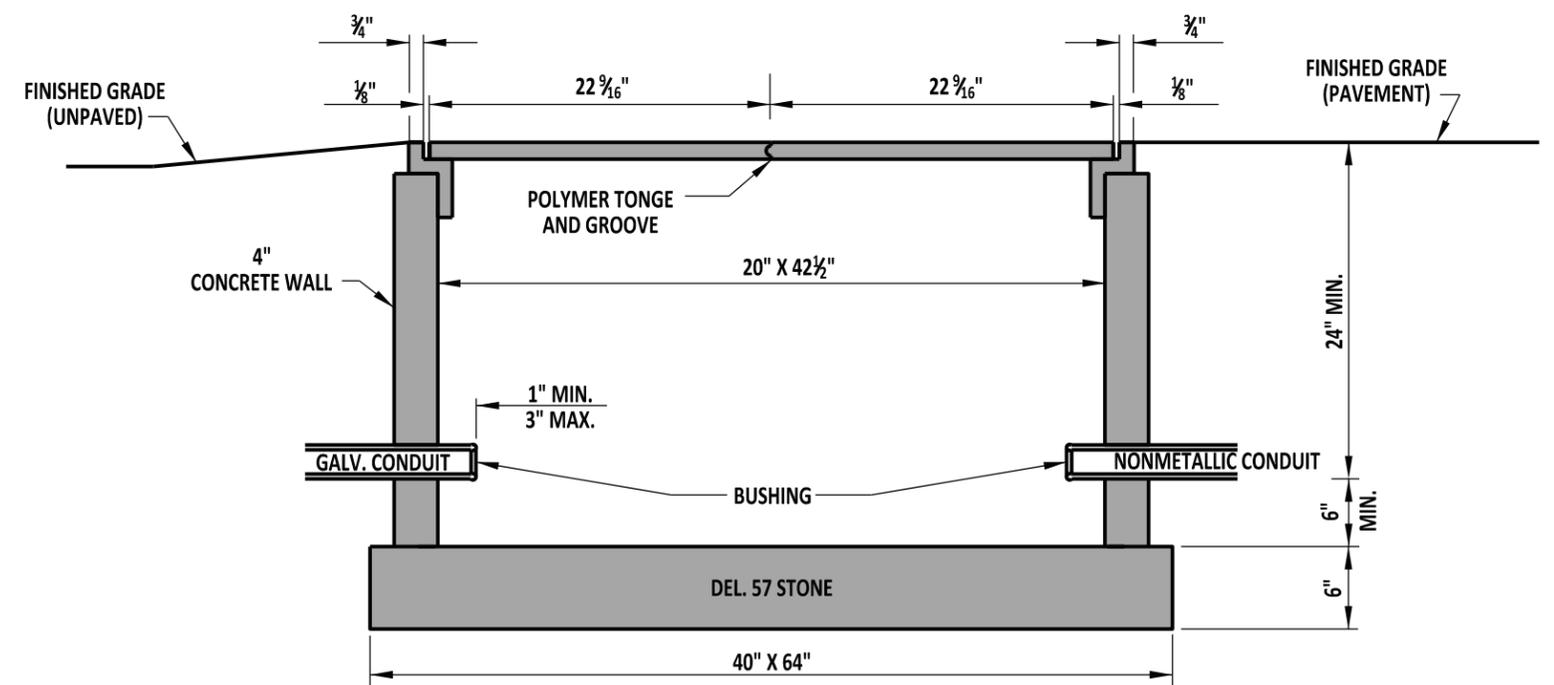


PLAN VIEW

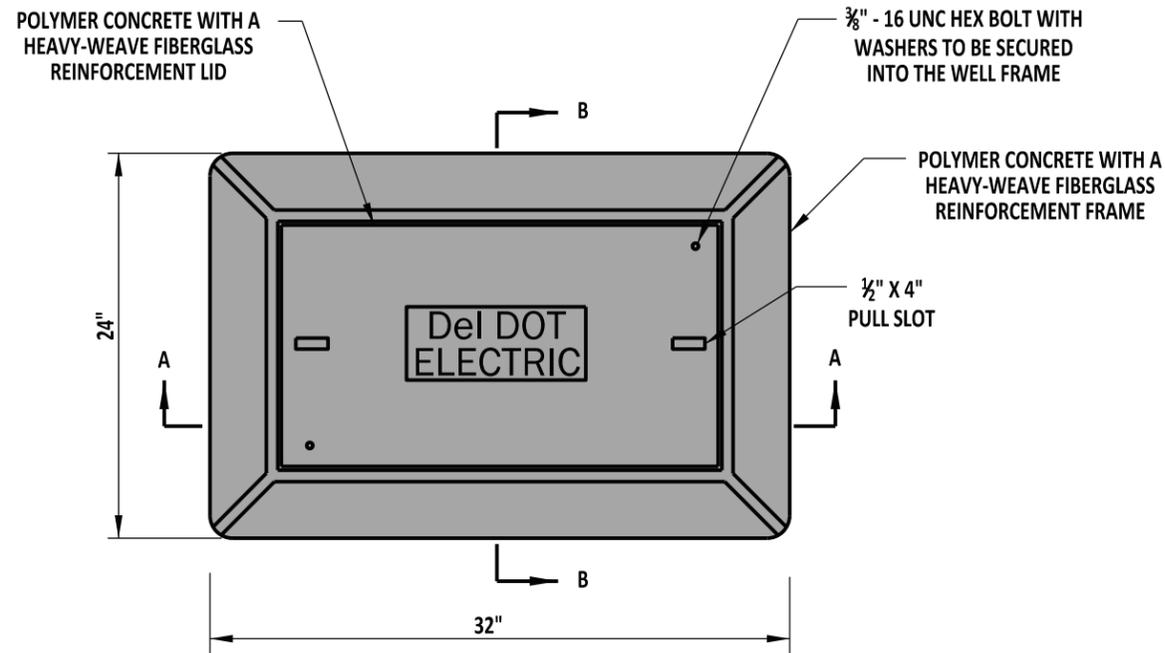
- NOTES:**
- 1). TYPE 14 CONDUIT JUNCTION WELL LID SHALL BE PRECAST POLYMER CONCRETE WITH A HEAVY-WEAVE FIBERGLASS FRAME. INSTALLED ON A PRECAST CONCRETE WELL.
 - 2). TYPE 14 CONDUIT JUNCTION WELL BODY SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
 - 3). TYPE 14 CONDUIT JUNCTION WELLS SHALL 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.
 - 4). ALL CRACKS, GAPS, OR OPENINGS IN JUNCTION WELL WALL SHALL BE SEALED WITH CONCRETE.



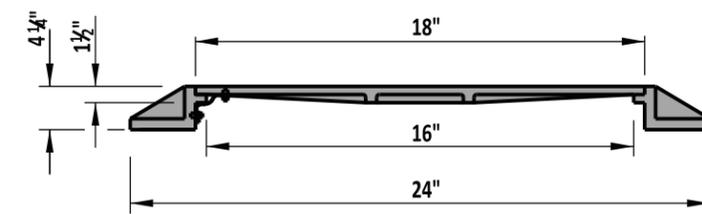
SECTION A-A



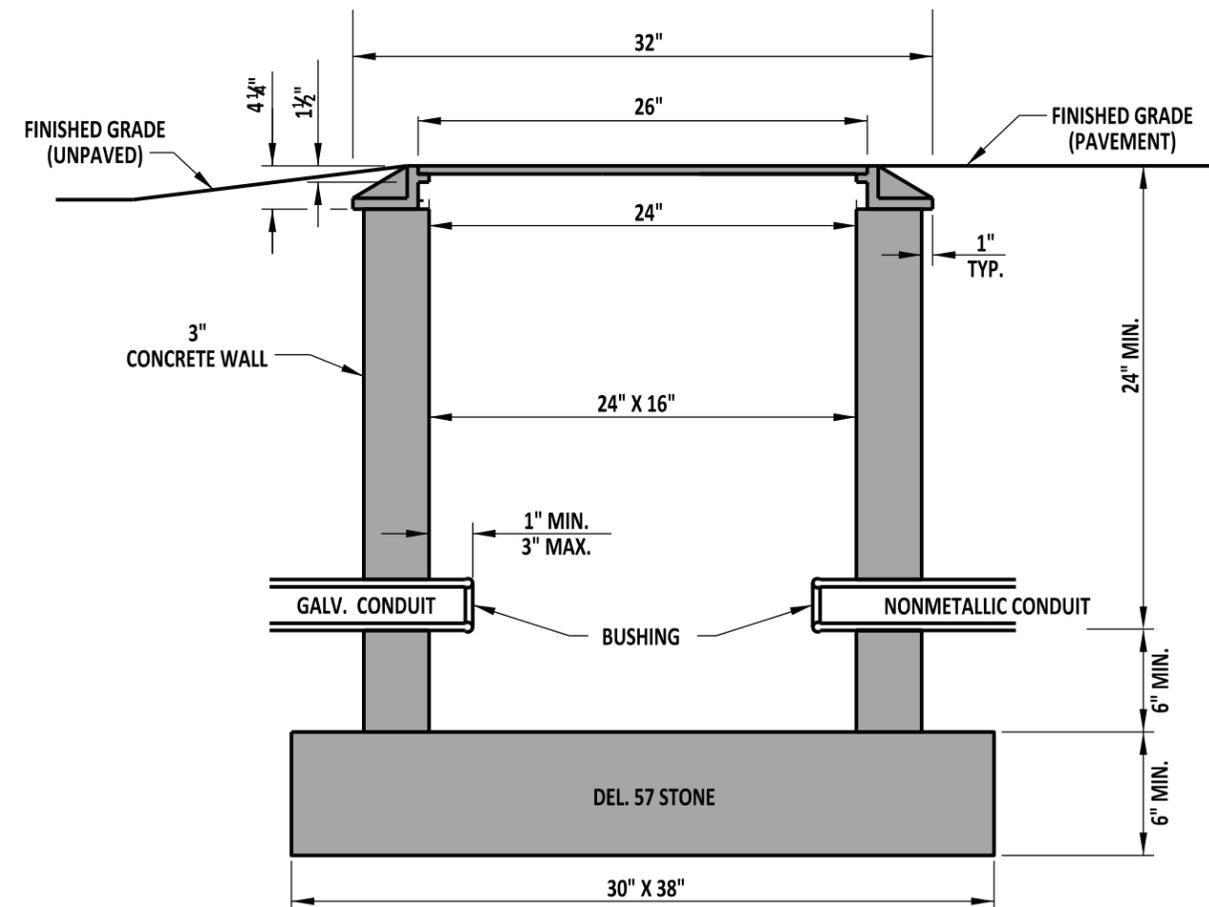
SECTION A-A



PLAN VIEW



SECTION B-B



SECTION A-A

NOTES:

- 1). TYPE 15 CONDUIT JUNCTION WELL LID SHALL BE PRECAST POLYMER CONCRETE WITH A HEAVY-WEAVE FIBERGLASS FRAME. INSTALLED ON A PRECAST CONCRETE WELL.
- 2). TYPE 15 CONDUIT JUNCTION WELL BODY SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
- 3). TYPE 15 CONDUIT JUNCTION WELLS SHALL 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.
- 4). ALL CRACKS, GAPS, OR OPENINGS IN JUNCTION WELL WALL SHALL BE SEALED WITH CONCRETE.



DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 15

STANDARD NO. T-3 (2012) SHT. 3 OF 3

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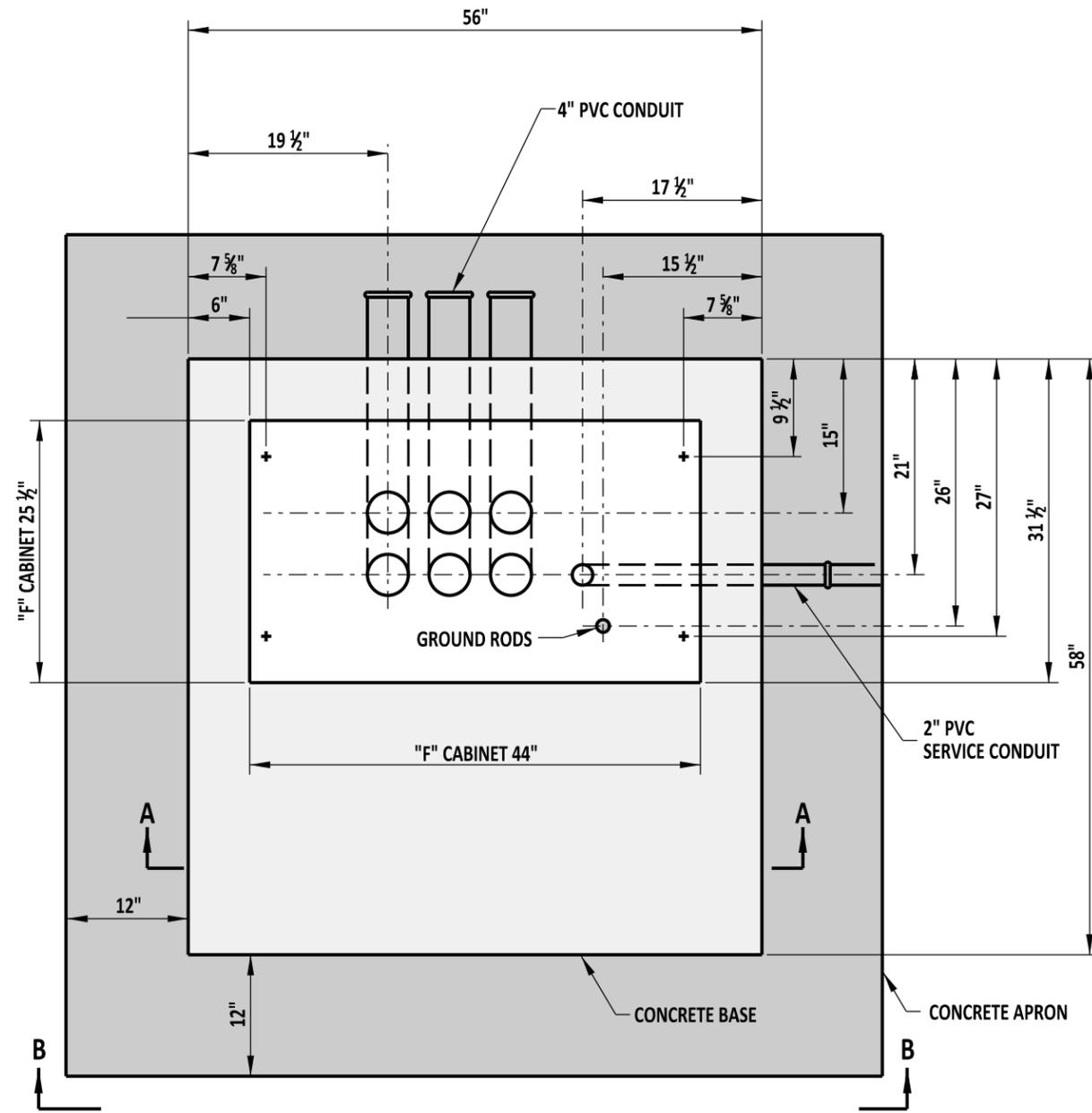
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01/07/2013
DATE

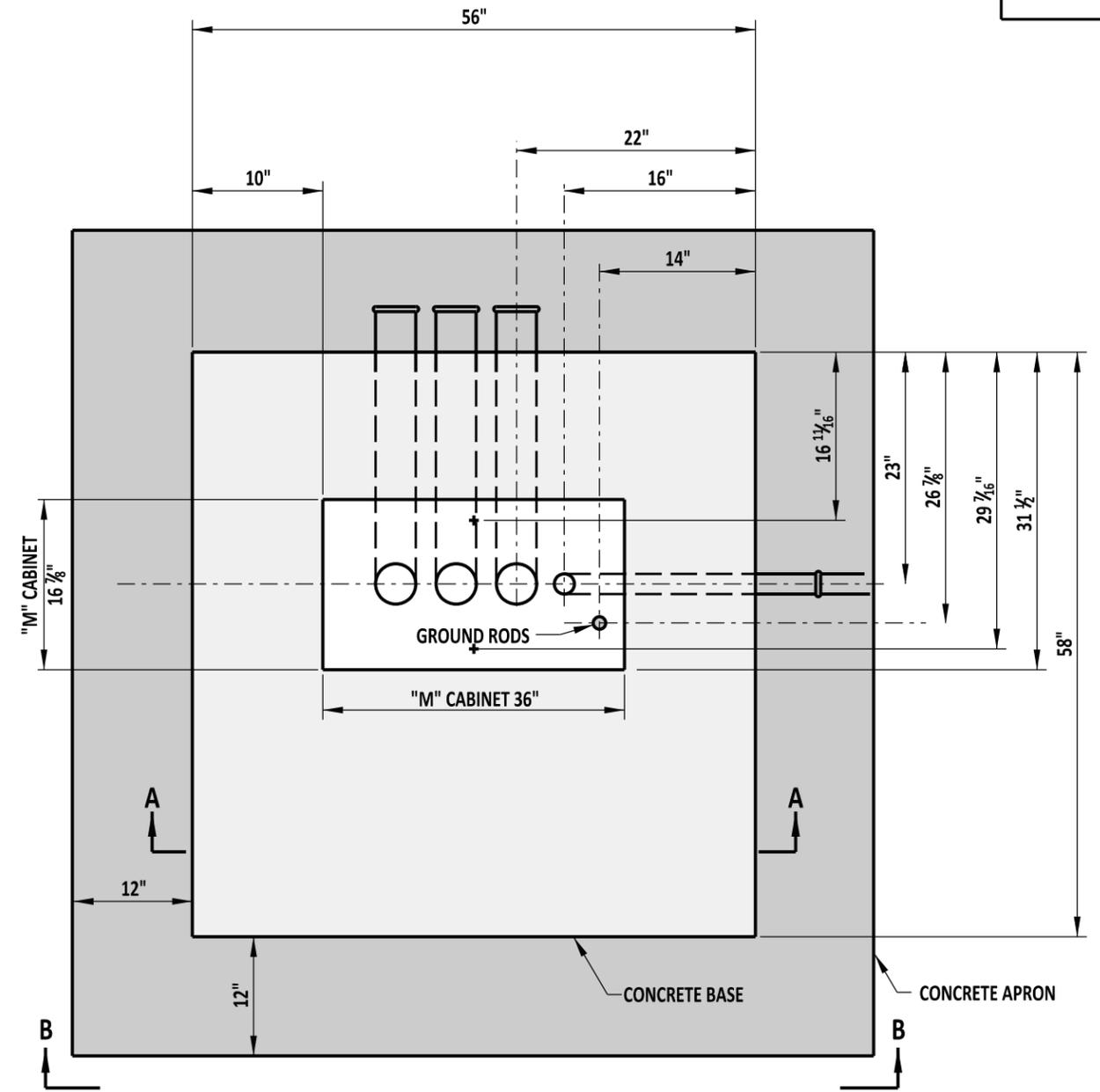
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**"F" CABINET
PLAN VIEW**



**"M" CABINET
PLAN VIEW**

NOTE:

- 1). CONCRETE APRON IS REQUIRED ONLY WHEN CABINET BASE IS INSTALLED IN EARTH AREAS OR AS DIRECTED ON PLAN.
- 2). CONDUITS SHALL BE EVENLY SPACED, WITH MINIMUM 2" WIDTH SPACING ESTABLISHED BETWEEN ALL CONDUITS.
- 3). FOR VIEW OF SECTION A-A AND SECTION B-B, SEE SHEET 2 OF 2 OF T-4(2011)



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

CABINET BASES, TYPES M & F

STANDARD NO. T-4 (2012)

SHT. 1 OF 2

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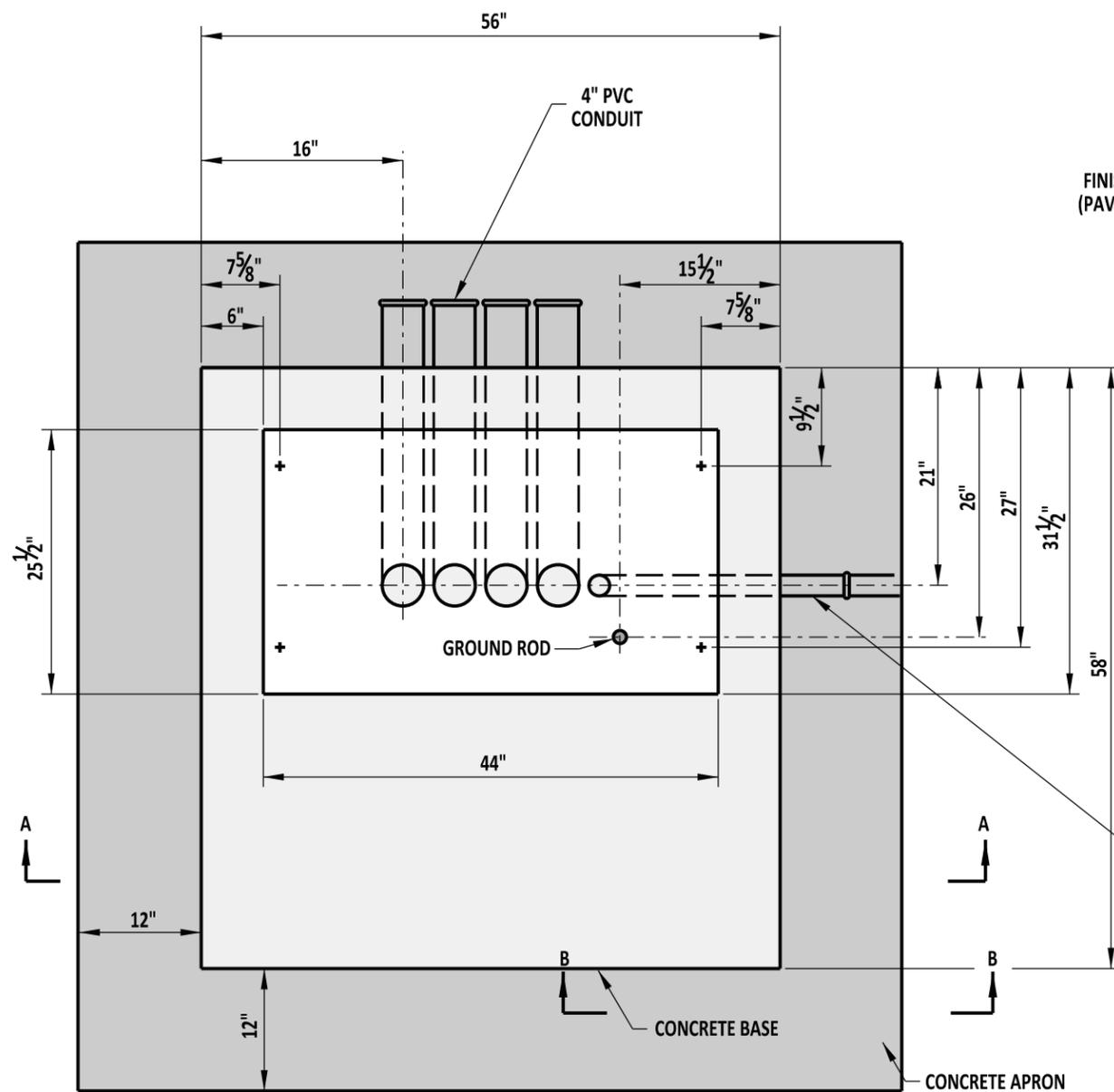
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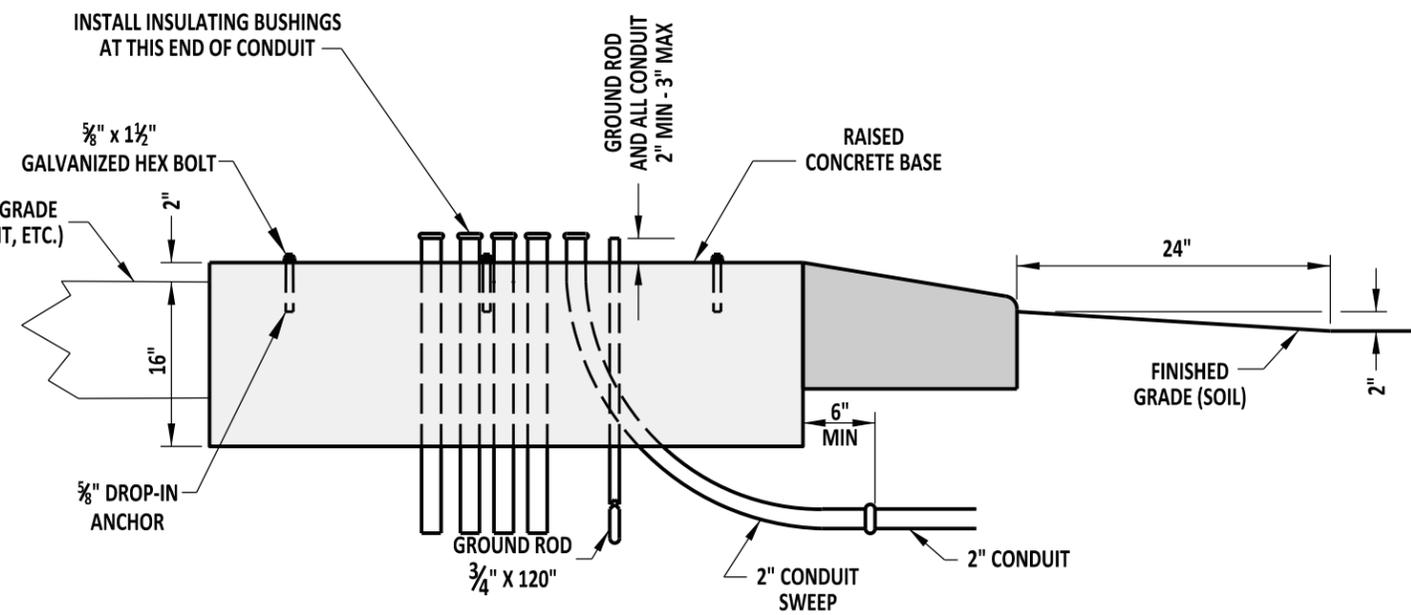
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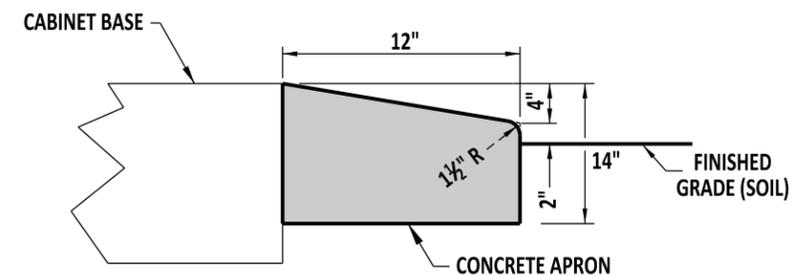
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**"P & R" CABINET
PLAN VIEW**



SECTION A-A



SECTION B-B

NOTE:

- 1). CONCRETE APRON IS REQUIRED ONLY WHEN CABINET BASE IS INSTALLED IN EARTH AREAS OR AS DIRECTED ON PLAN.
- 2). CONDUITS SHALL BE EVENLY SPACED, WITH MINIMUM 2" WIDTH ESTABLISHED BETWEEN ALL CONDUITS.



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

CABINET BASES, TYPES P & R

STANDARD NO. T-4 (2012) SHT. 2 OF 2

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