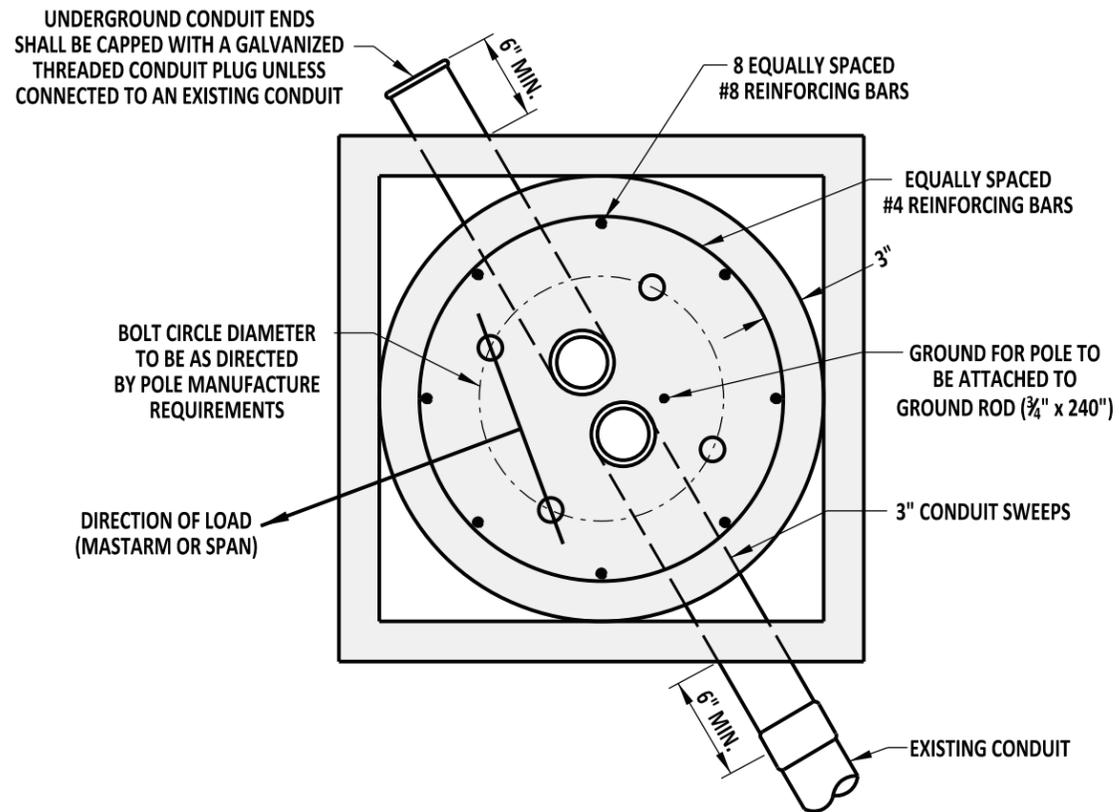


ROUND BASE



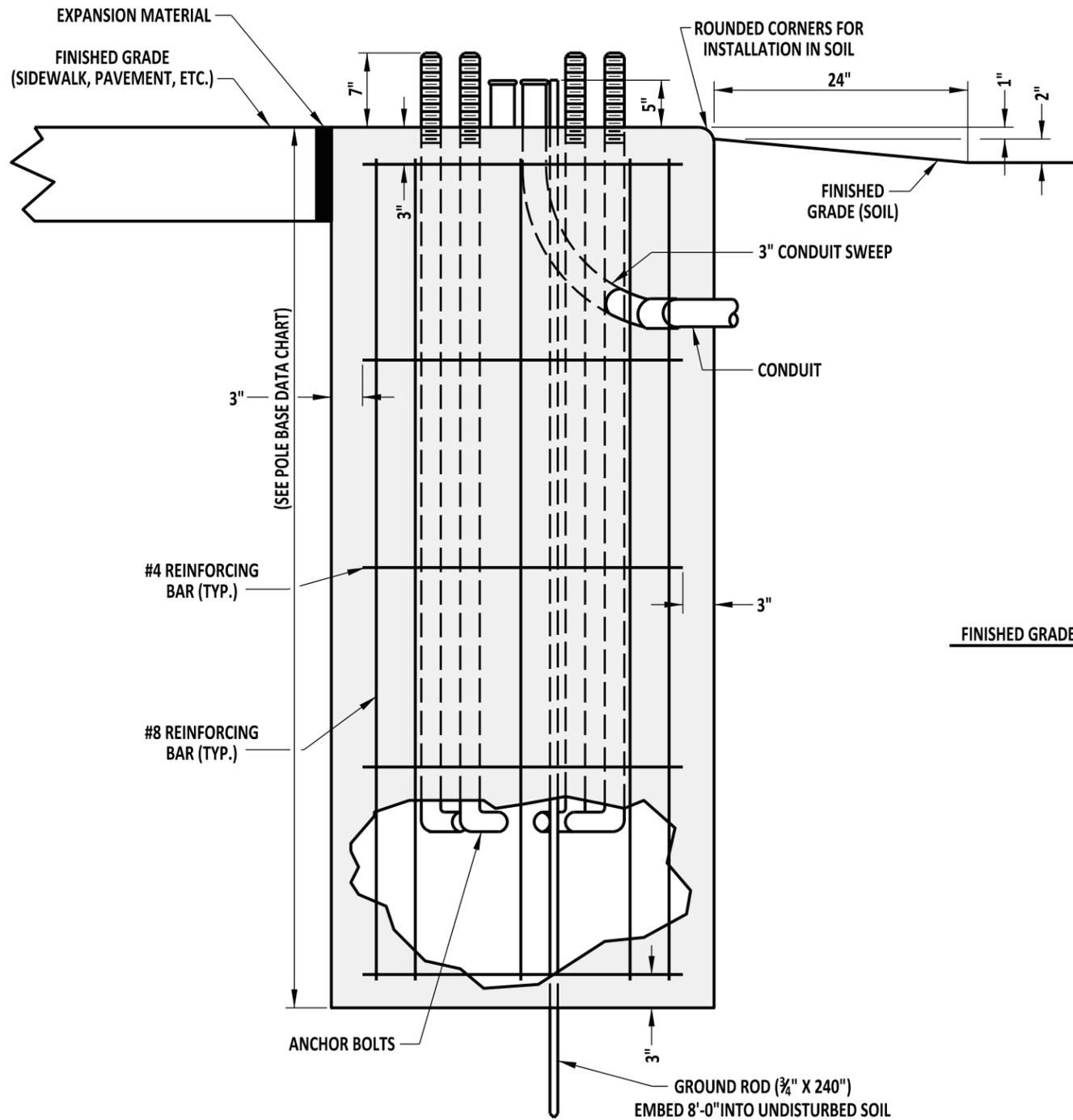
ROUND BASE w/ SQUARE FOUNDATION HEADER

NOTE:
SQUARE FOUNDATION HEADER SHALL HAVE A 6" MINIMUM DEPTH.

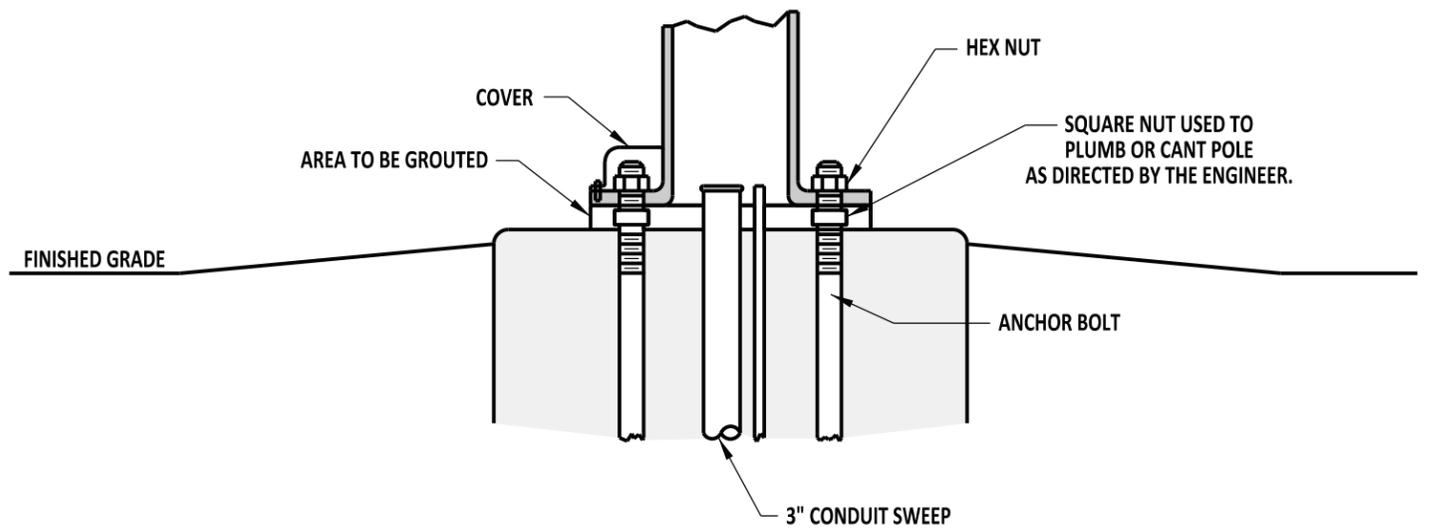


DELAWARE
DEPARTMENT OF TRANSPORTATION

STANDARD NO. T-5 (2012)		POLE BASES SHT. 1 OF 4		APPROVED	SIGNATURE ON FILE	01/07/2013
				RECOMMENDED	SIGNATURE ON FILE	12/20/2012
				CHIEF ENGINEER		DATE
				DESIGN ENGINEER		DATE



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



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

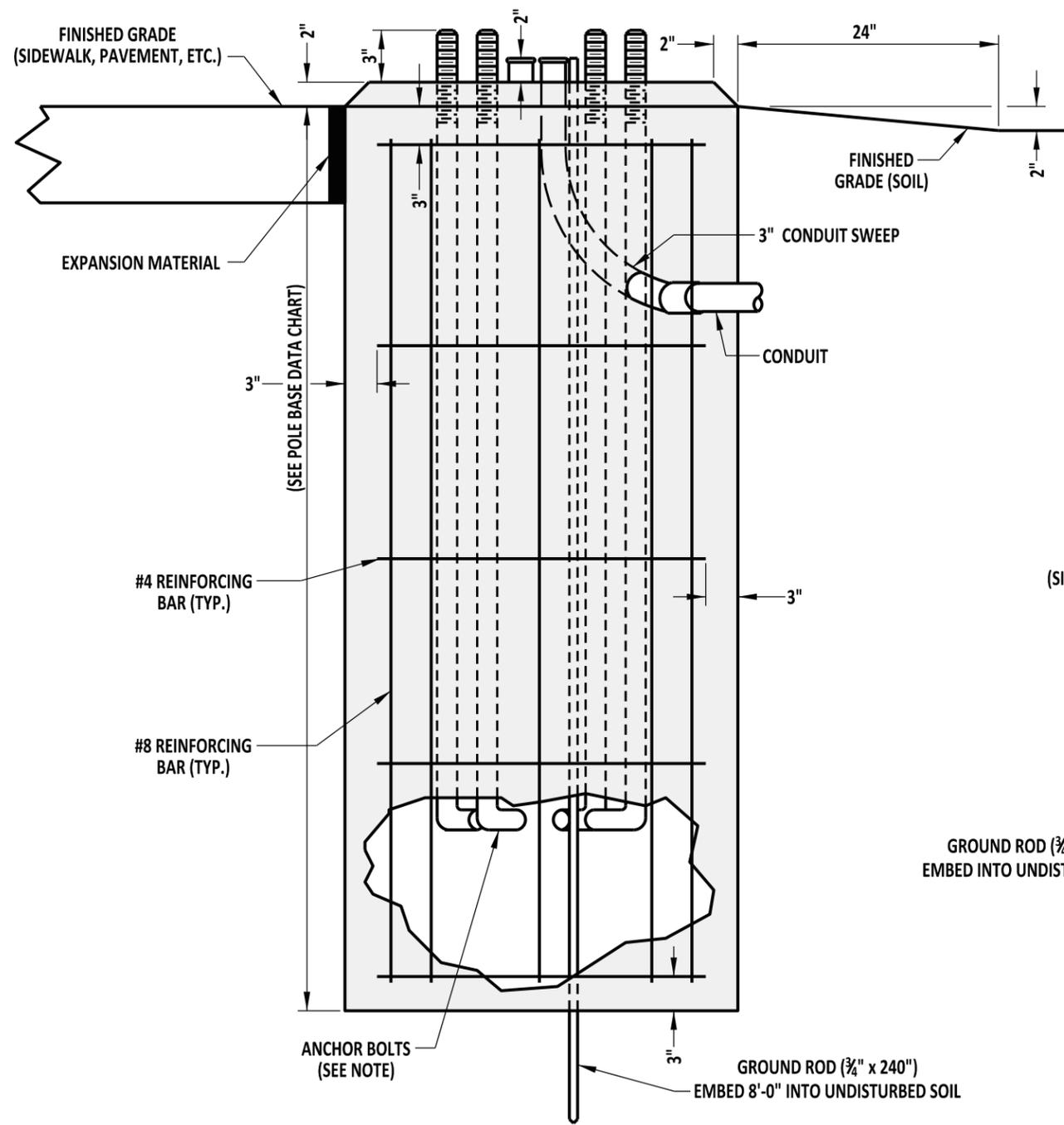
- NOTES:**
- 1). PLACE 2 EACH 6" LONG x 1/2" DIA. P.V.C., SCHEDULE 40 (TYP) VENTS IN THE GROUT AS DIRECTED IN THE FIELD BY ENGINEER.
 - 2). SEE POLE BASE DATA CHART FOR POLE BASE DIMENSIONS.
 - 3). ANCHOR BOLTS AND BOLT PATTERN TO BE PROVIDED BY DELDOT'S SIGNAL CONSTRUCTION INSPECTOR UNLESS OTHERWISE DENOTED.
 - 4). ANCHOR BOLTS AND BOLT PATTERN FOR TYPE 7 POLE BASES TO BE PROVIDED BY THE MANUFACTURER.



DELAWARE
DEPARTMENT OF TRANSPORTATION

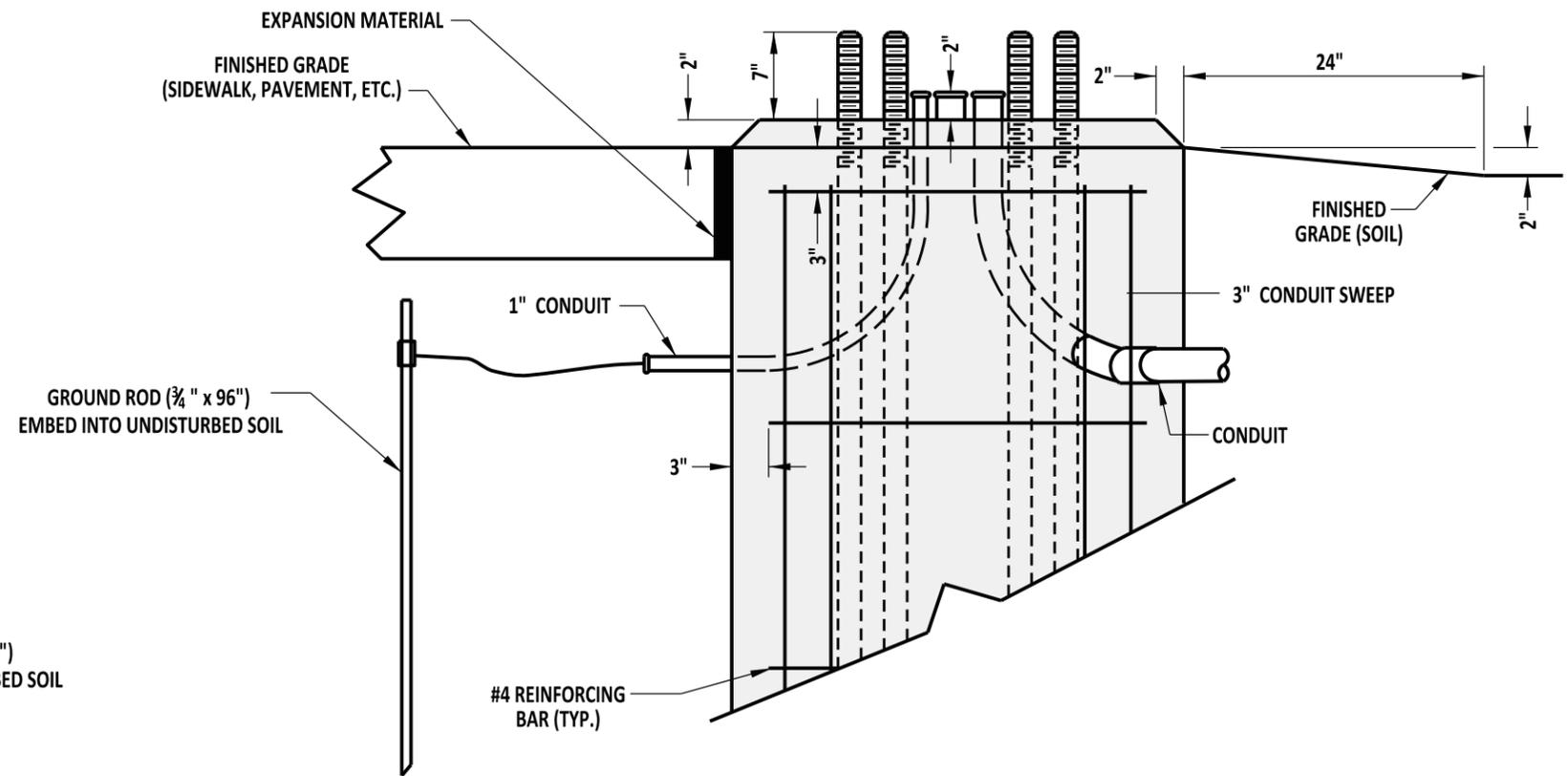
POLE BASES			
STANDARD NO.	T-5 (2012)	SHT.	2 OF 4

APPROVED	SIGNATURE ON FILE <small>CHIEF ENGINEER</small>	01/07/2013 <small>DATE</small>
RECOMMENDED	SIGNATURE ON FILE <small>DESIGN ENGINEER</small>	12/20/2012 <small>DATE</small>



TYPICAL SECTION (BASES 5 AND 6)

POLE BASE DATA CHART					
POLE BASE TYPE #	DIAMETER	DEPTH	#4 HORIZONTAL REINFORCING BARS	#8 VERTICAL REINFORCING BARS	CONDUITS
1	36"	7'-0"	5	8	2 - 3"
2	36"	10'-0"	6	8	2 - 3"
2A	48"	8'-0"	5	8	2 - 3"
2B	60"	7'-0"	5	8	2 - 3"
3	48"	10'-0"	6	8	2 - 3"
3A	60"	9'-0"	6	8	2 - 3"
3B	72"	7'-0"	5	8	2 - 3"
4	24"	2'-4"	NONE	NONE	1 - 2.5"
5	36"	4'-0"	NONE	NONE	2 - 3"
6	24"	6'-0"	4	8	2 - 3"
*7	48"	13'-4"	7	8	1 - 1", 2 - 3"



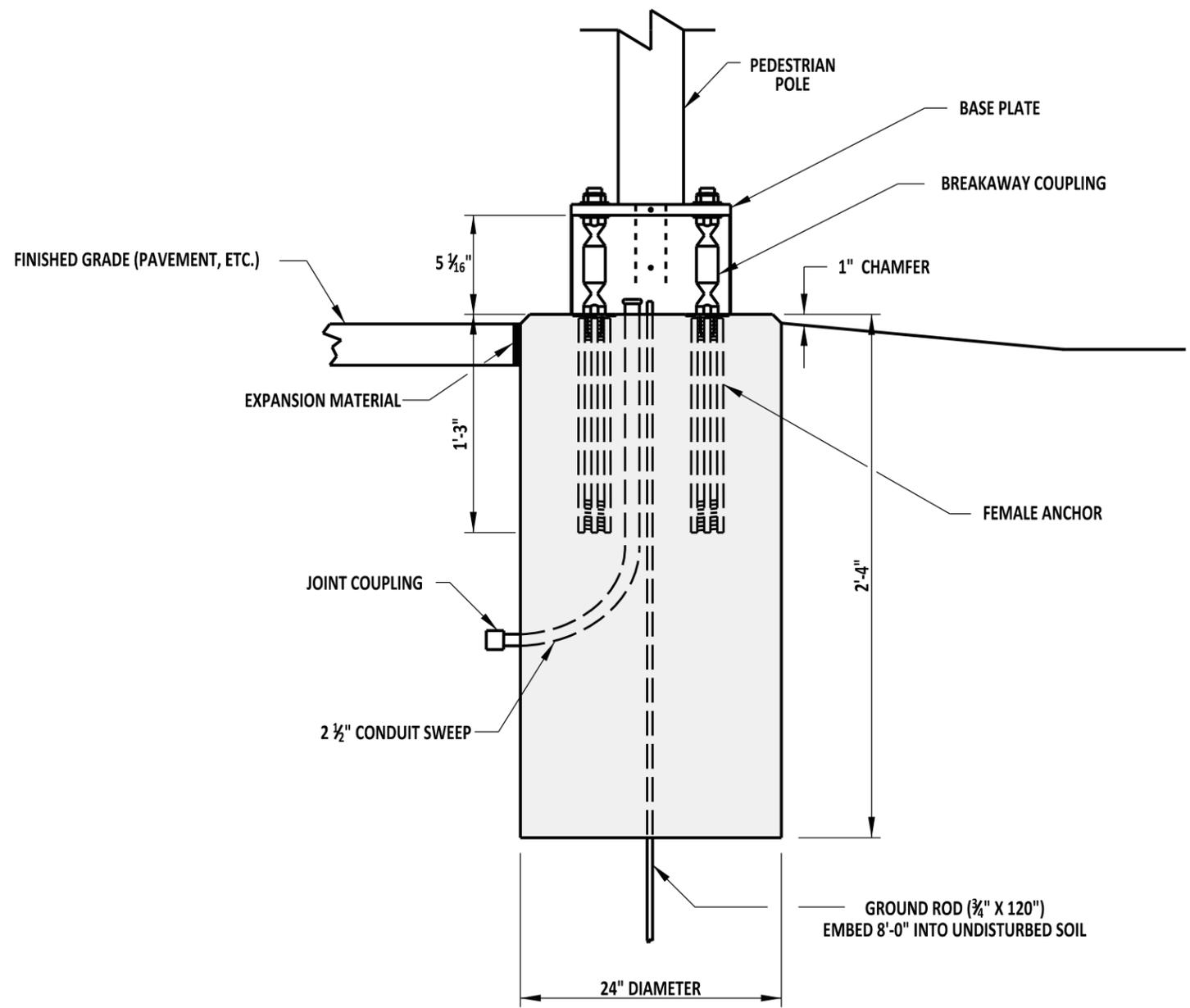
TYPE 7 GROUND ROD TYPICAL

NOTE:
ANCHOR BOLTS AND BOLT PATTERN FOR TYPES 5, 6, & 7 POLE BASES TO BE PROVIDED BY THE MANUFACTURER.

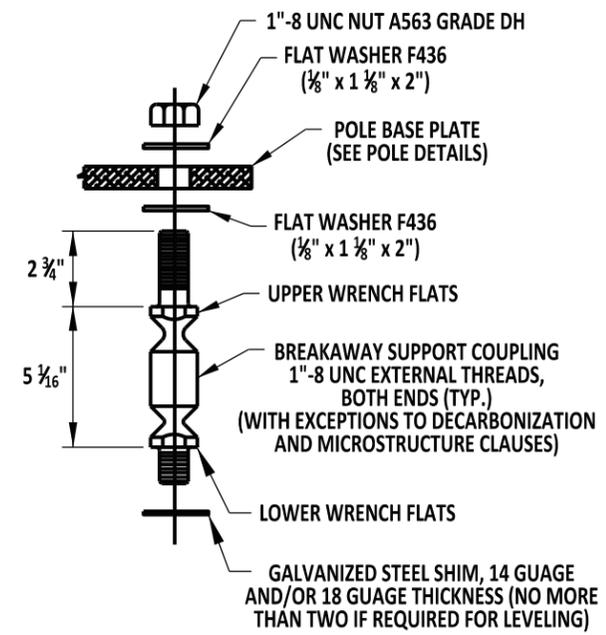


DELAWARE
DEPARTMENT OF TRANSPORTATION

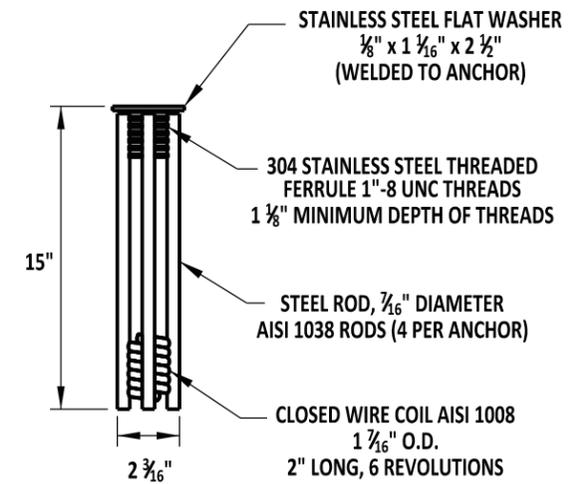
STANDARD NO. T-5 (2012)		SHT. 3 OF 4		APPROVED	SIGNATURE ON FILE CHIEF ENGINEER	01/07/2013 DATE
RECOMMENDED		SIGNATURE ON FILE DESIGN ENGINEER		12/20/2012 DATE		



TYPICAL SECTION (BASE 4)

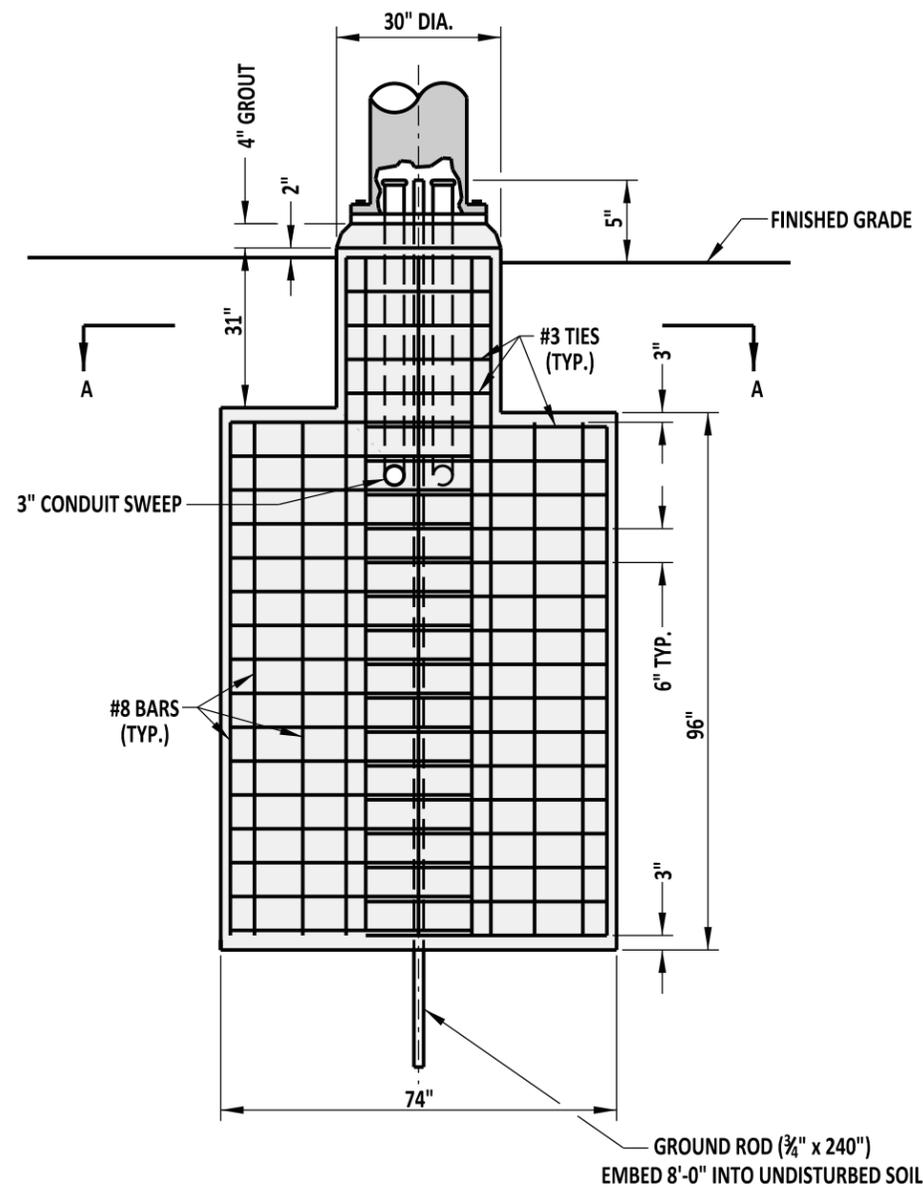


BREAKAWAY COUPLING DETAIL

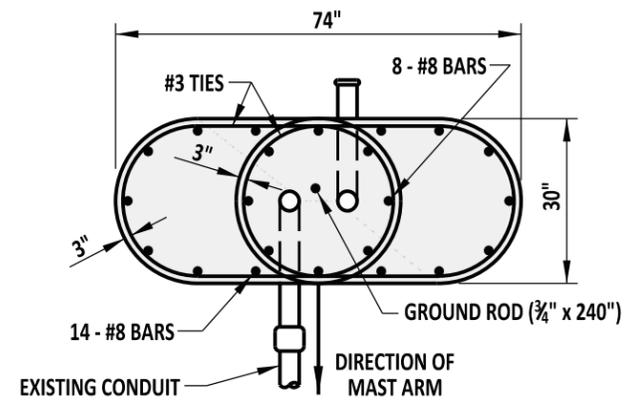


ANCHOR DETAIL

NOTES:
ANCHOR BOLTS AND BOLT PATTERN TO BE PROVIDED BY DELDOT'S SIGNAL CONSTRUCTION INSPECTOR.



FOUNDATION DETAILS



SECTION A-A

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" x 1/2" P.V.C., SCHEDULE 40 (TYP) VENTS IN THE GROUT AS DIRECTED IN THE FIELD BY THE ENGINEER.



DELAWARE
DEPARTMENT OF TRANSPORTATION

SPECIAL POLE BASE

STANDARD NO. T-6 (2011)

SHT. 1 OF 1

APPROVED

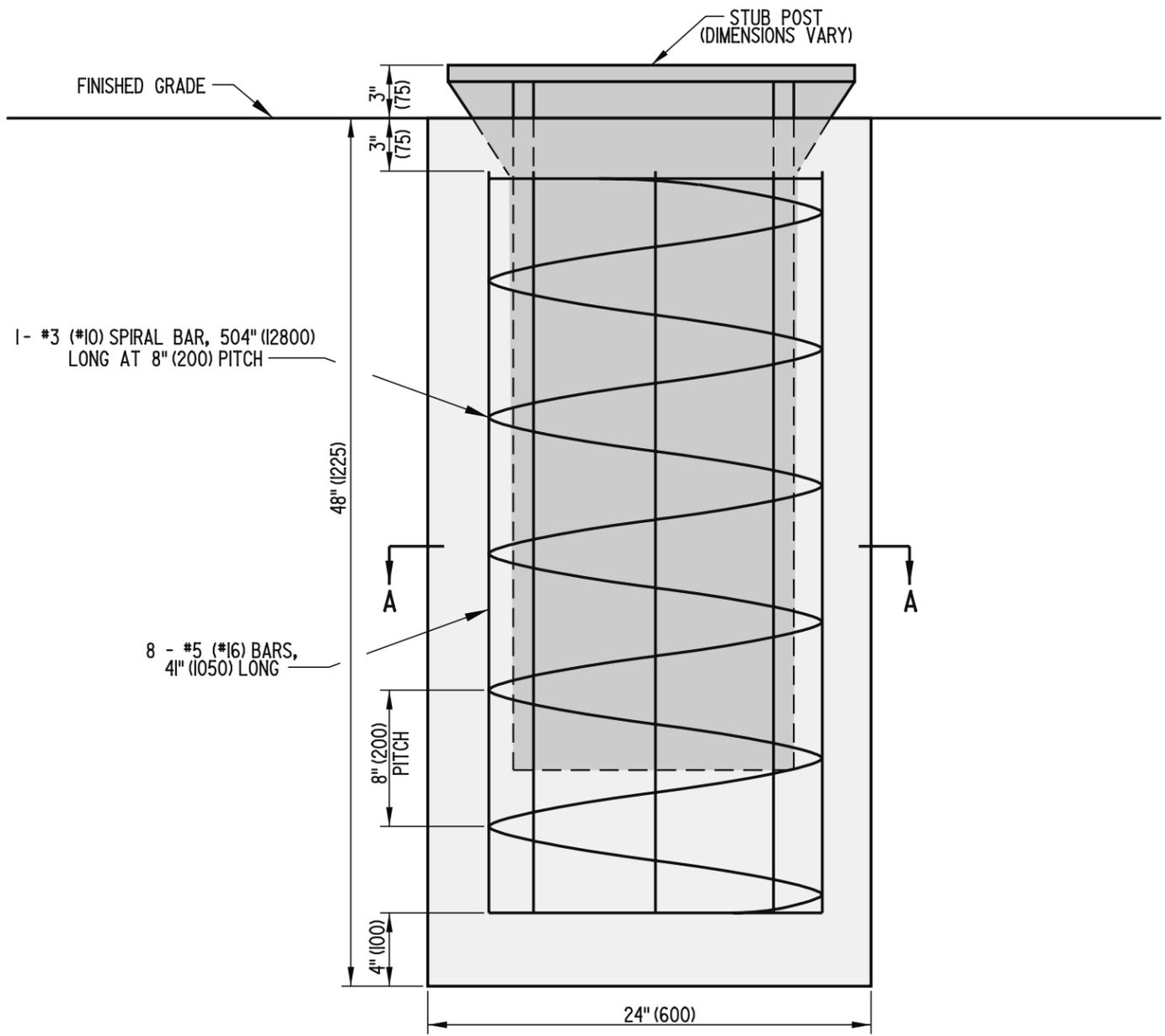
SIGNATURE ON FILE
CHIEF ENGINEER

12/22/2011
DATE

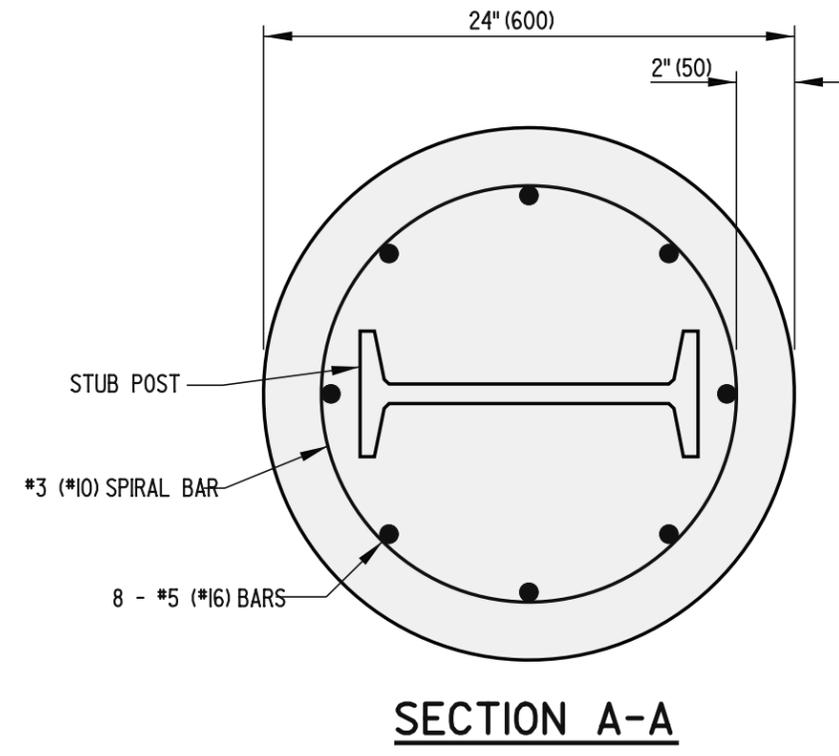
RECOMMENDED

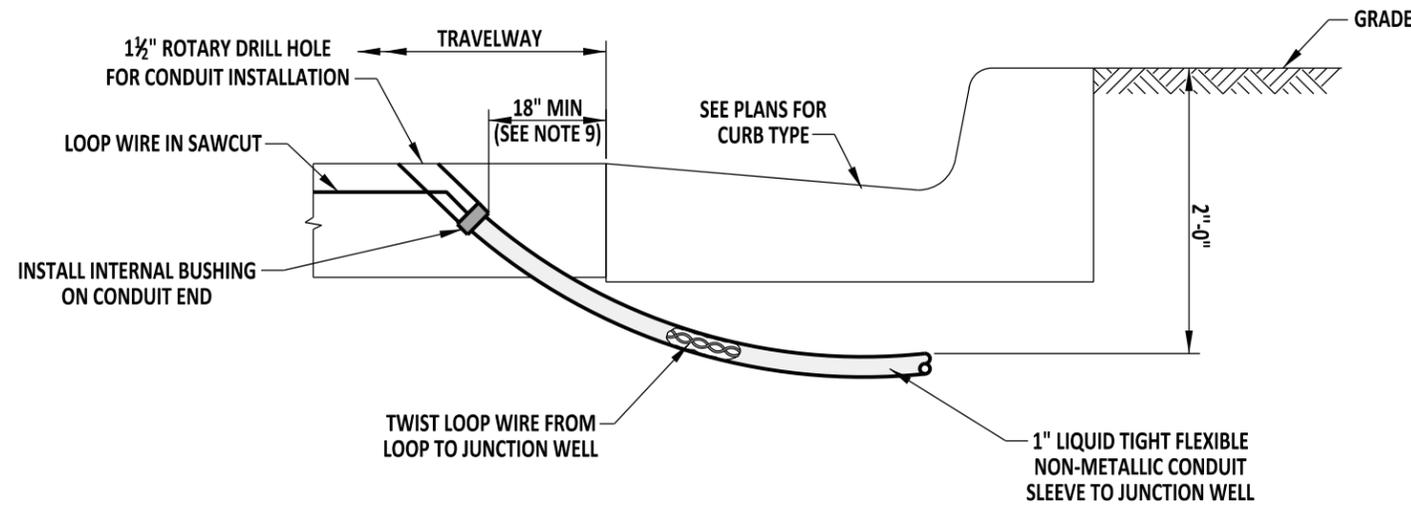
SIGNATURE ON FILE
DESIGN ENGINEER

12/21/2011
DATE



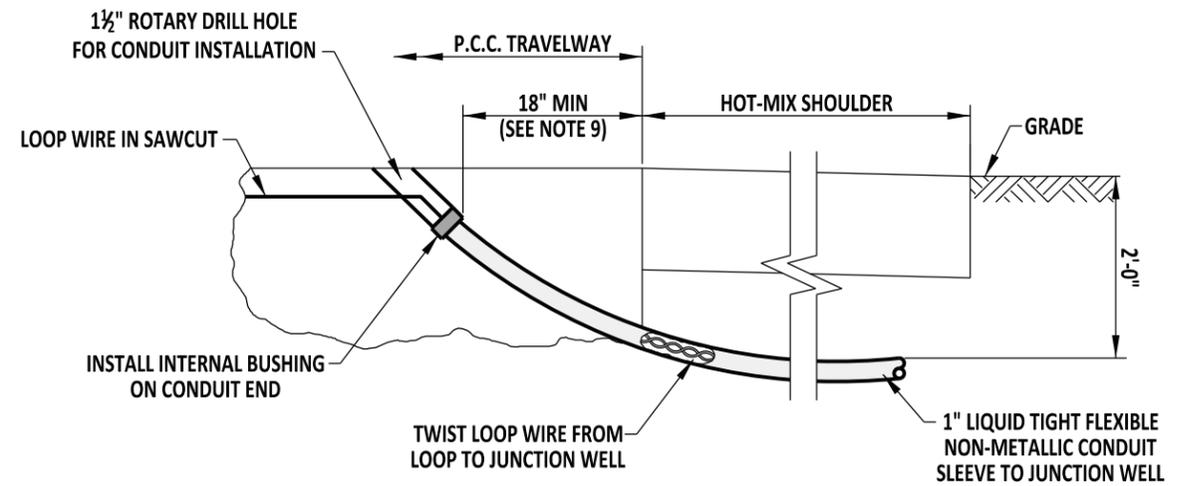
NOTES: 1). STUB POST TO BE SUPPLIED BY THE DEPARTMENTS TRAFFIC, ENGINEERING, AND MANAGEMENT SECTION.





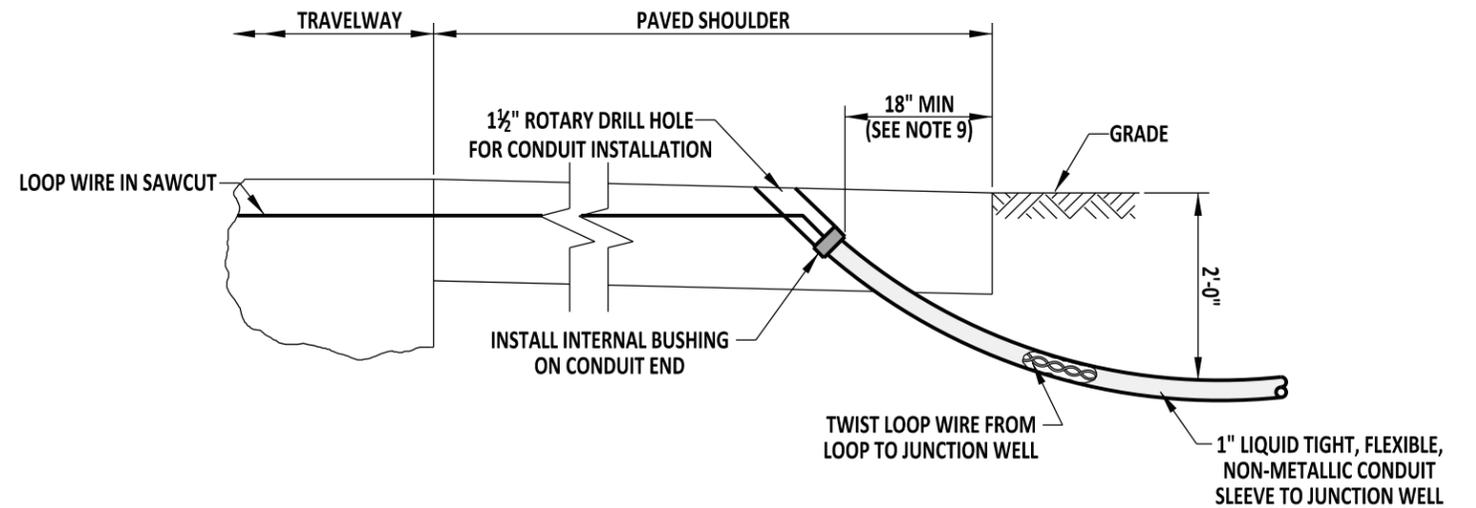
DETECTOR LEAD PLACED IN TRAVELWAY WITH CURB OR CURB & GUTTER

DETAIL SHOWN WITH CURB & GUTTER, TYPE 1-8, REFER TO PLANS FOR ACTUAL CURB OR CURB & GUTTER TYPE.



DETECTOR LEAD PLACED IN PCC TRAVELWAY WITH HOT-MIX SHOULDER

THIS DETAIL TO BE USED ONLY WHEN TRAVELWAY AND SHOULDER ARE DIFFERENT MATERIALS.



DETECTOR LEAD PLACED IN PAVED SHOULDER

THIS DETAIL TO BE USED ONLY WHEN TRAVELWAY AND SHOULDER ARE THE SAME MATERIAL.

NOTES:

- 1). THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE CONDUIT AGAINST ANY POSSIBLE DAMAGE DURING PAVING OPERATIONS.
- 2). THE WEATHERPROOF FITTING SHALL CONSIST OF A GALVANIZED 1 1/2" COUPLING CONTAINING A STEEL THREADED REDUCING BUSHING (1 1/2" TO 3/4") AND A 3/4" WATERTIGHT CONNECTOR FOR SERVICE ENTRANCE CABLE.
- 3). THE LEAD-IN WIRE SHALL BE RUN THROUGH THE RUBBER OF THE WEATHERPROOF FITTING.
- 4). LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT SHALL BE USED WHERE THE DISTANCE BETWEEN THE DRILLED HOLE FOR CONDUIT SLEEVE AND JUNCTION WELL IS 6'-0" OR LESS. ALL OTHER CONDUIT SLEEVES SHALL BE 1" RIGID, GALVANIZED STEEL UNLESS OTHERWISE SPECIFIED.
- 5). INSTALL DUCT SEAL IN BOTH ENDS OF CONDUIT SLEEVE.
- 6). SLEEVE AND SAWCUT SHALL NOT DAMAGE OR CONTACT CURB AND GUTTER.
- 7). SEPARATE 1" ELECTRICAL CONDUIT SLEEVES SHALL BE REQUIRED FOR EACH LOOP SPACED 1'-0" MINIMUM APART IN ROADWAY.
- 8). CONTRACTOR SHOULD AVOID WHEEL PATH IN THE ROADWAY WHILE DRILLING FOR CONDUIT INSTALLATION.
- 9). MAINTAIN 18" TO EDGE OF TRAVELWAY (MEASURED TO FRONT OF GUTTER PAN, FACE OF UPRIGHT CURB, OR FRONT EDGE OF SHOULDER) OR OUTER EDGE OF PAVEMENT IF LOOP DETECTOR CONNECTION IS MADE IN THE SHOULDER.
- 10). REFER TO DETAIL T-9, SHEET 1 OF 1 FOR LOOP DETECTOR INSTALLATION DETAILS.



DELAWARE
DEPARTMENT OF TRANSPORTATION

LOOP DETECTOR TO CONDUIT CONNECTION

STANDARD NO. T-8 (2012) SHT. 1 OF 1

APPROVED

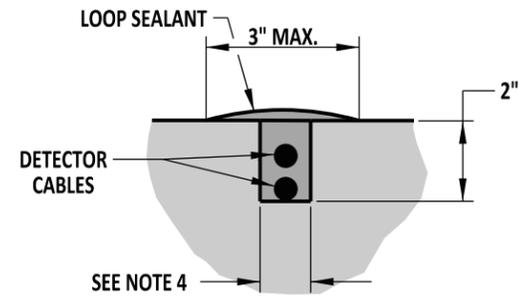
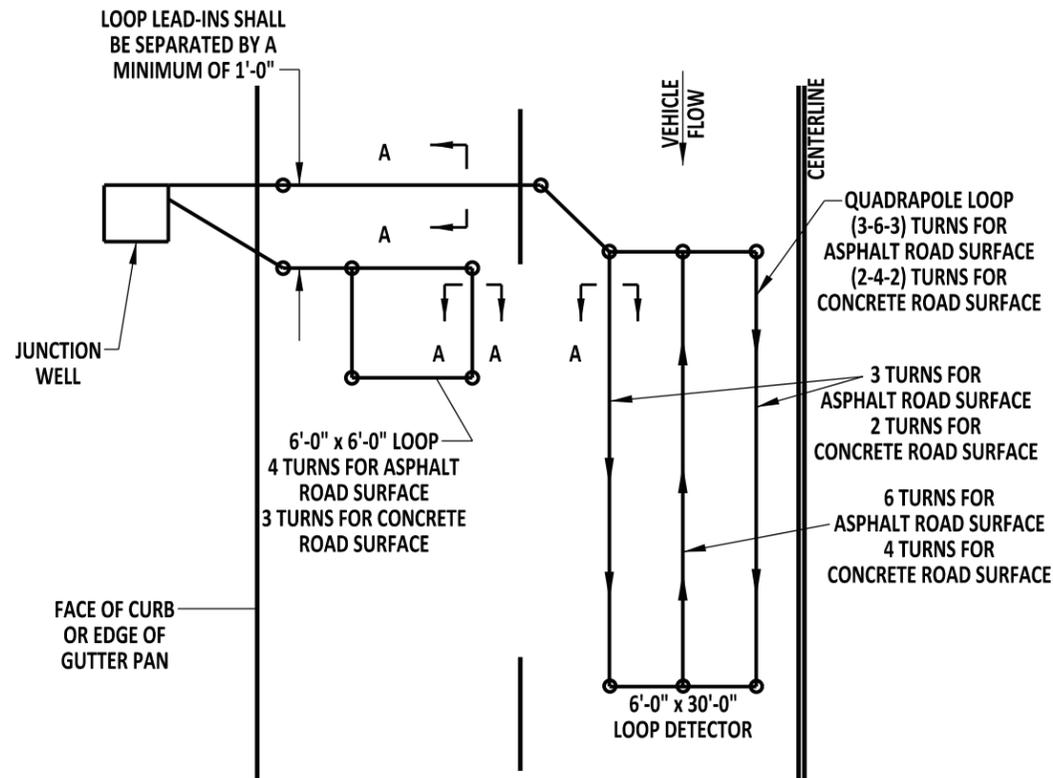
SIGNATURE ON FILE
CHIEF ENGINEER

01/07/2013
DATE

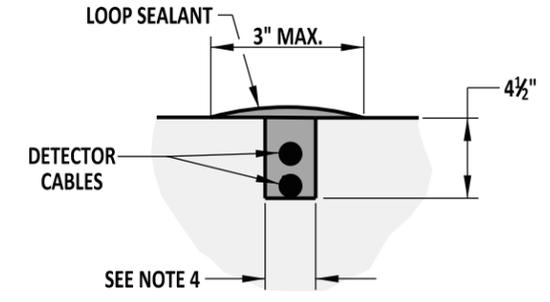
RECOMMENDED

SIGNATURE ON FILE
DESIGN ENGINEER

12/20/2012
DATE

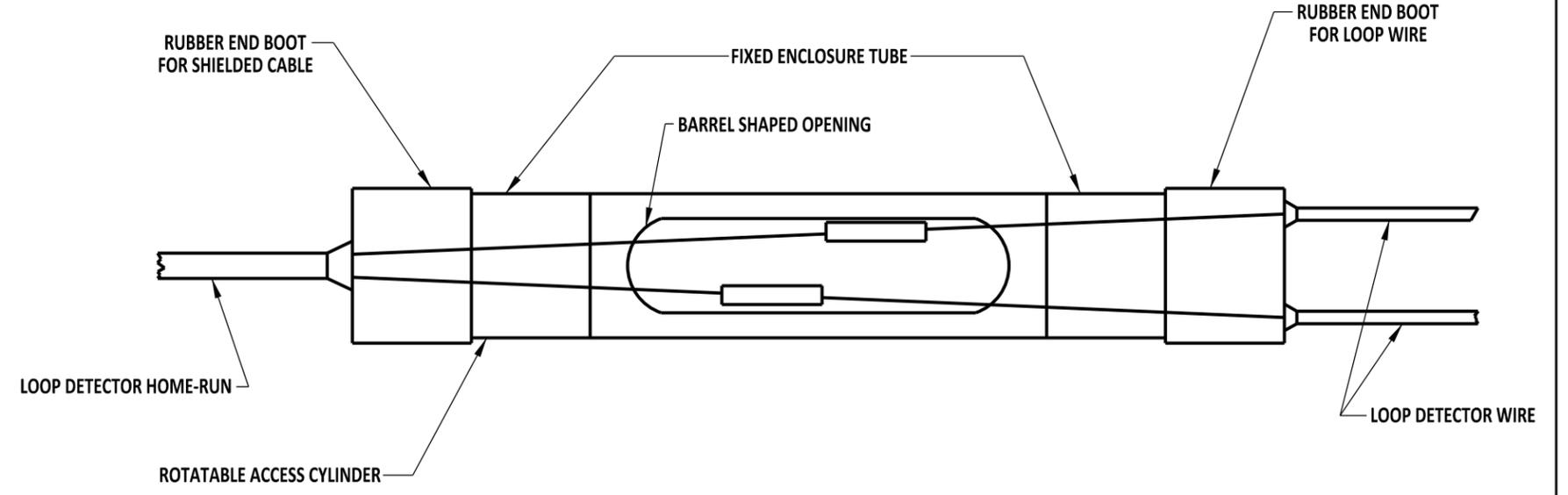


**SECTION A-A
CONCRETE SURFACE**



**SECTION A-A
HOT-MIX SURFACE**

LOOP DETECTOR SAWCUT TYPICAL
REFER TO DETAIL T-8, SHEET 1 OF 1 FOR LOOP DETECTOR LEAD-IN INSTALLATION DETAILS.

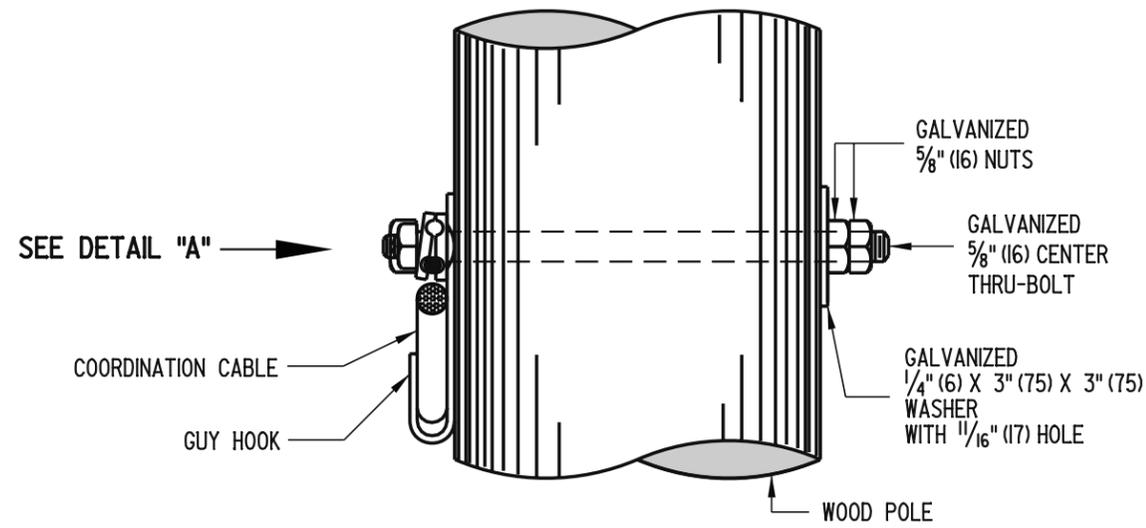


SPLICE KIT DETAIL
SEE NOTE 6

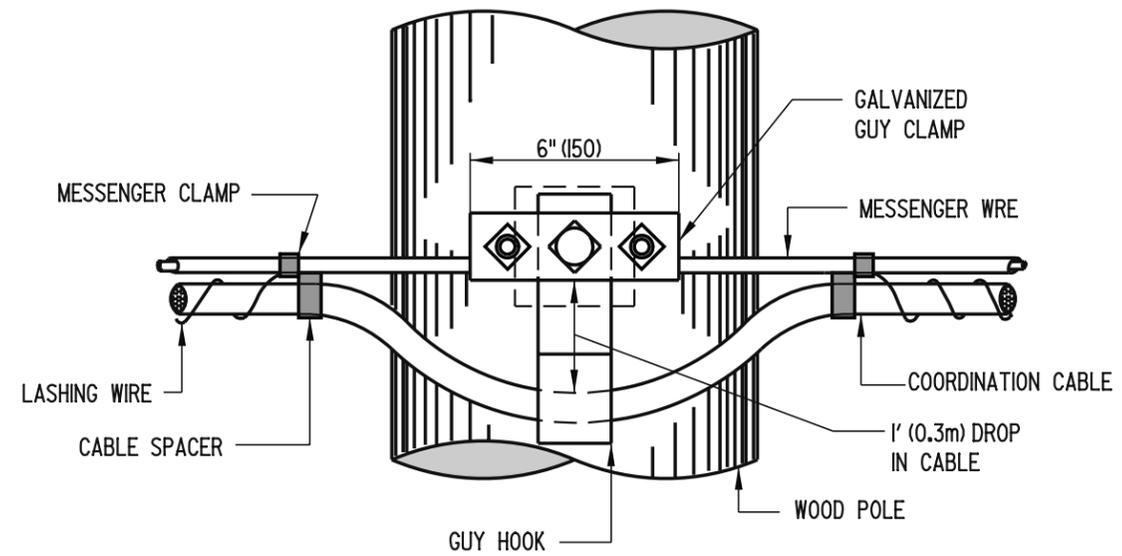
- NOTES:**
- 1). WHEN A PROPOSED LOOP DETECTOR SAWCUT CROSSES A LATERAL ROADWAY JOINT OR VALVE COVER (FOR EXAMPLE, MANHOLE, JUNCTION WELL, ETC.), LOOP DETECTOR INSTALLATION SHALL BE MODIFIED INTO TWO SEPARATE LOOP DETECTORS WHICH SHALL NOT TRAVERSE JOINTS OR VALVE COVERS.
 - 2). THE LOOPS SHALL BE PLACED IN THE CENTER OF THE LANE UNLESS OTHERWISE NOTED ON PLANS.
 - 3). PRESENCE LOOP DETECTORS ARE TO BE PLACED 12" BEHIND THE EXISTING OR PROPOSED STOP LINE.
 - 4). LOOP DETECTOR AND LEAD-IN SAWCUTS SHALL BE 5/8".
 - 5). 1 1/2" DRILL HOLES SHALL BE USED AT ALL CHANGES IN SAWCUT DIRECTIONS.
 - 6). BARREL SIZE SHALL BE 1" TO 1 1/2" DIAMETER AND 4" TO 6" LONG. ALL SPLICE KIT CONNECTIONS SHALL BE DONE IN JUNCTION WELLS ONLY.

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	LOOP DETECTOR INSTALLATION & SPLICE KIT				APPROVED	SIGNATURE ON FILE <small>CHIEF ENGINEER</small>	01/07/2013 <small>DATE</small>
	STANDARD NO.	T-9 (2012)	SHT.	1 OF 1	RECOMMENDED	SIGNATURE ON FILE <small>DESIGN ENGINEER</small>	12/20/2012 <small>DATE</small>

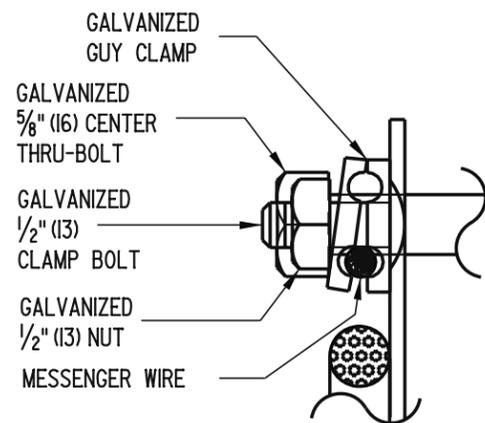
INTERMEDIATE



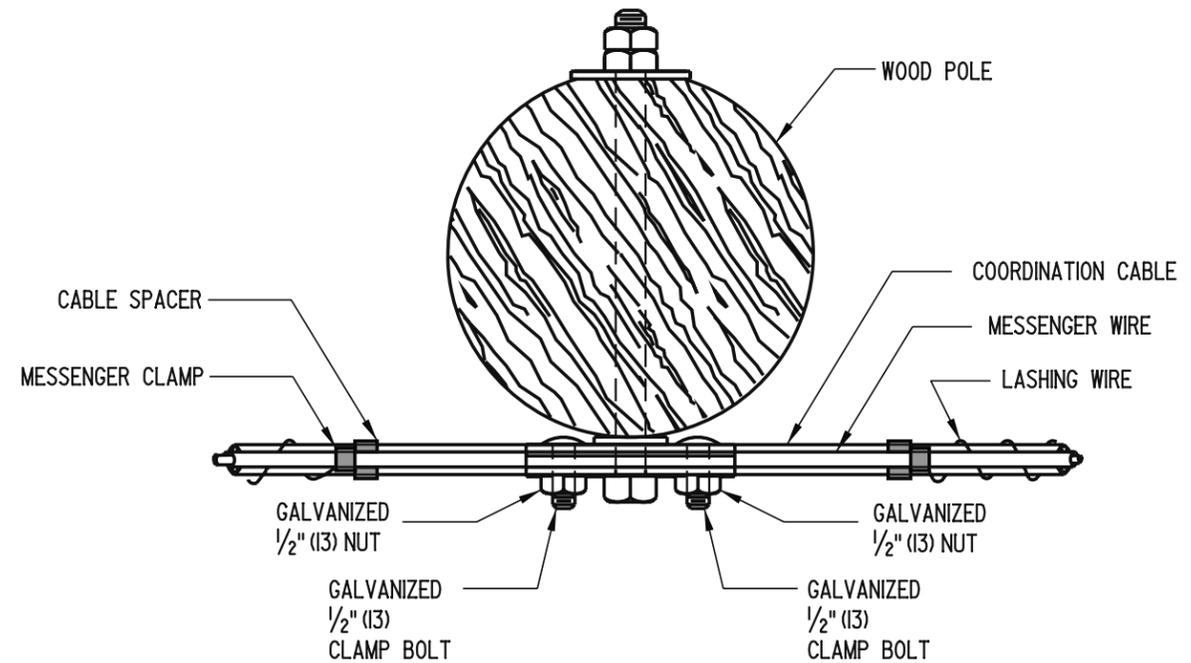
SIDE VIEW



FRONT VIEW



DETAIL "A"



TOP VIEW



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

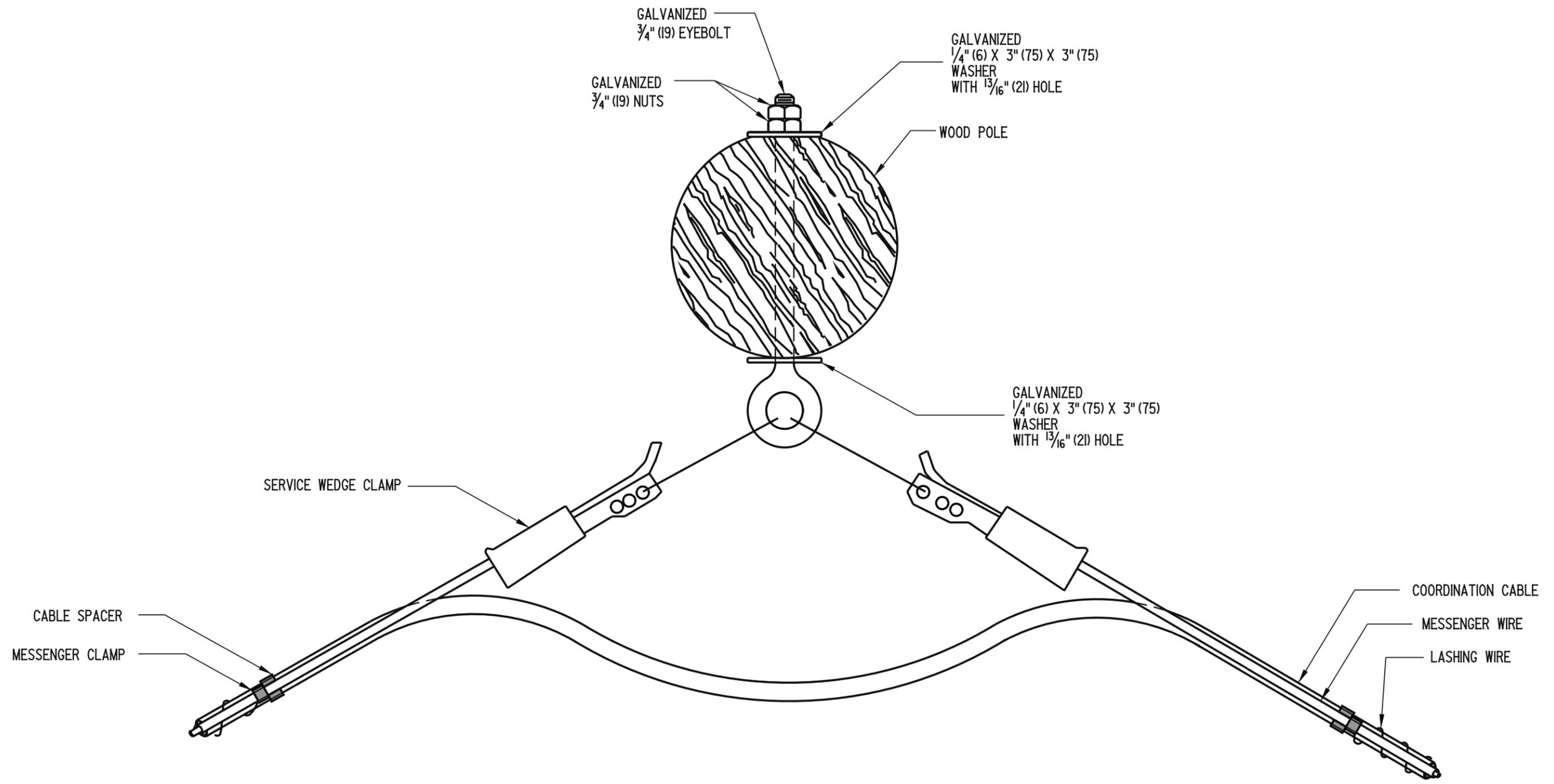
INTERMEDIATE MESSENGER WIRE ATTACHMENT ON WOOD POLES

STANDARD NO. T-11 (2005)

SHT. 1 OF 2

APPROVED *Carolann Wick* **12/5/05**
CHIEF ENGINEER DATE

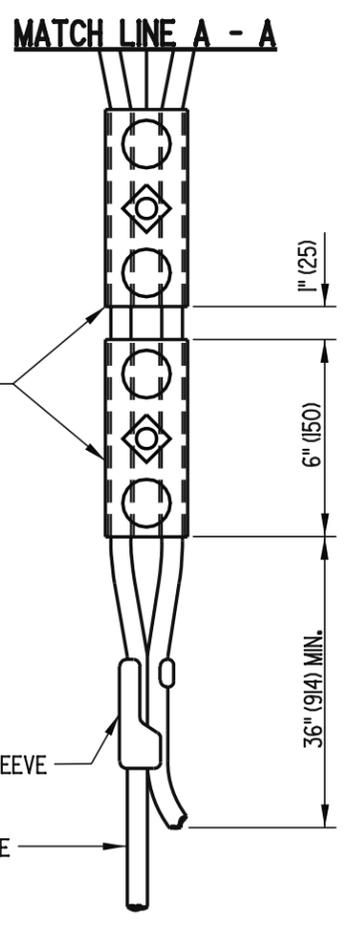
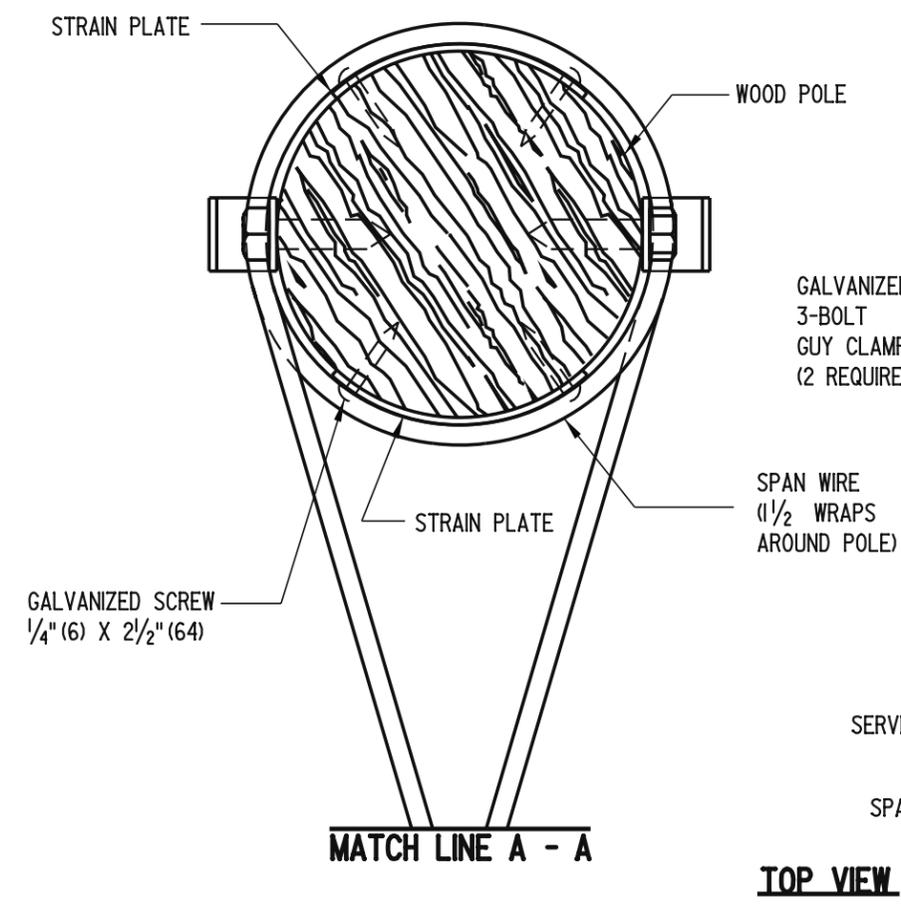
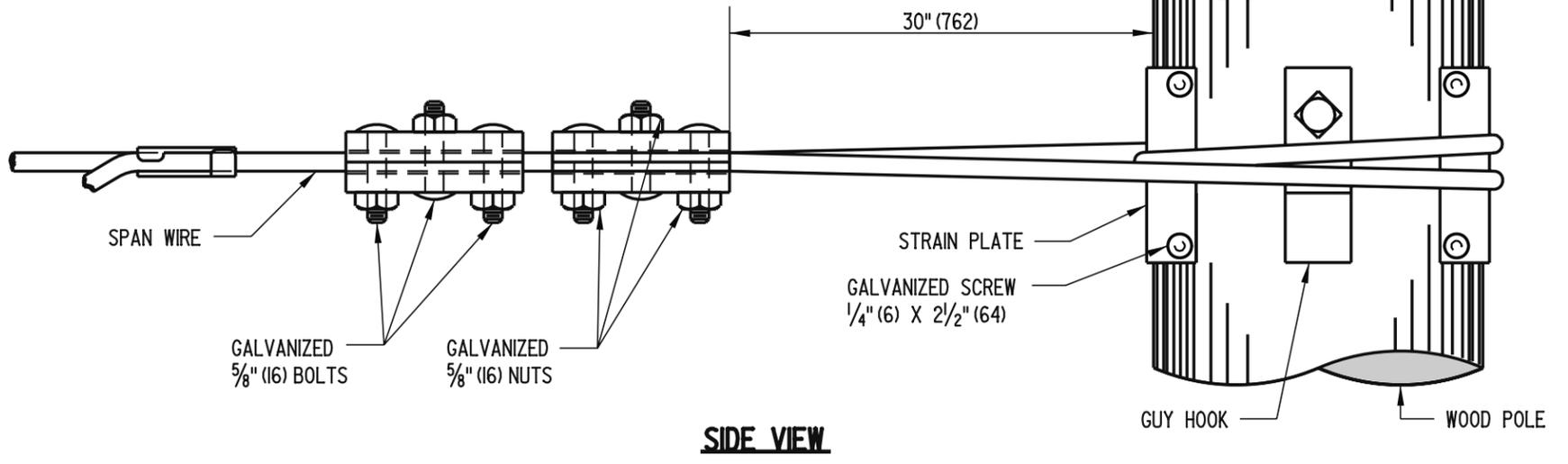
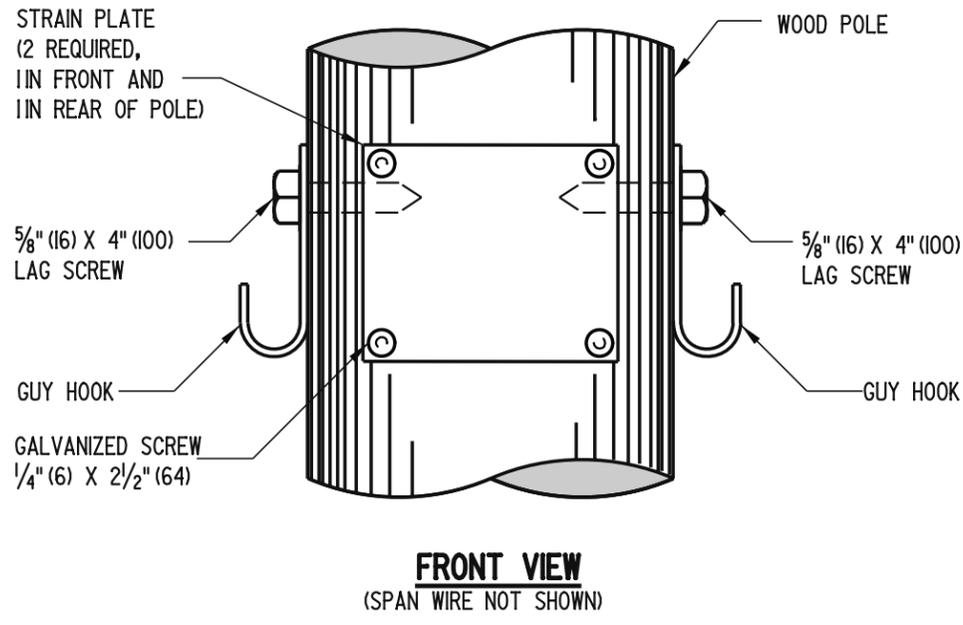
RECOMMENDED *James M. O'Brien* **11/29/05**
DESIGN ENGINEER DATE



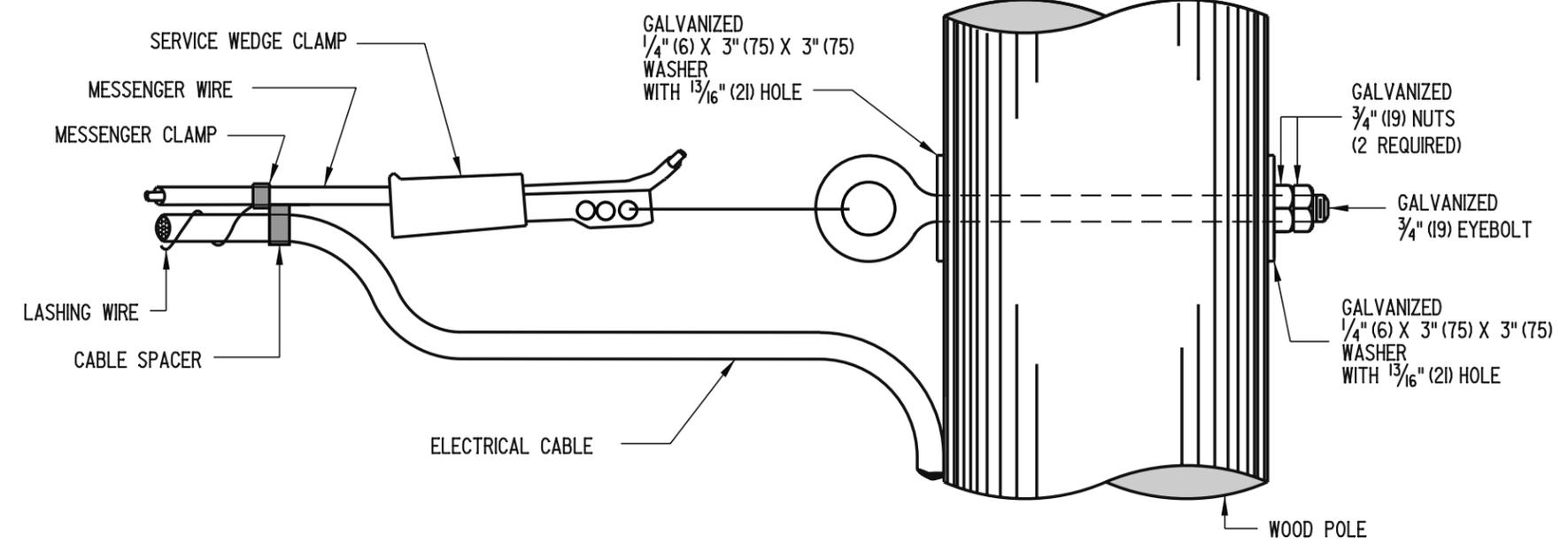
TOP VIEW

 DELAWARE DEPARTMENT OF TRANSPORTATION	ANGULAR INTERMEDIATE MESSENGER WIRE ATTACHMENT		APPROVED <i>Carolann Wick</i> <small>CHIEF ENGINEER</small>	12/15/05 <small>DATE</small>
	STANDARD NO. T-11 (2005)	SHT. 2 OF 2	RECOMMENDED <i>James M. O'Brien</i> <small>DESIGN ENGINEER</small>	11/29/05 <small>DATE</small>

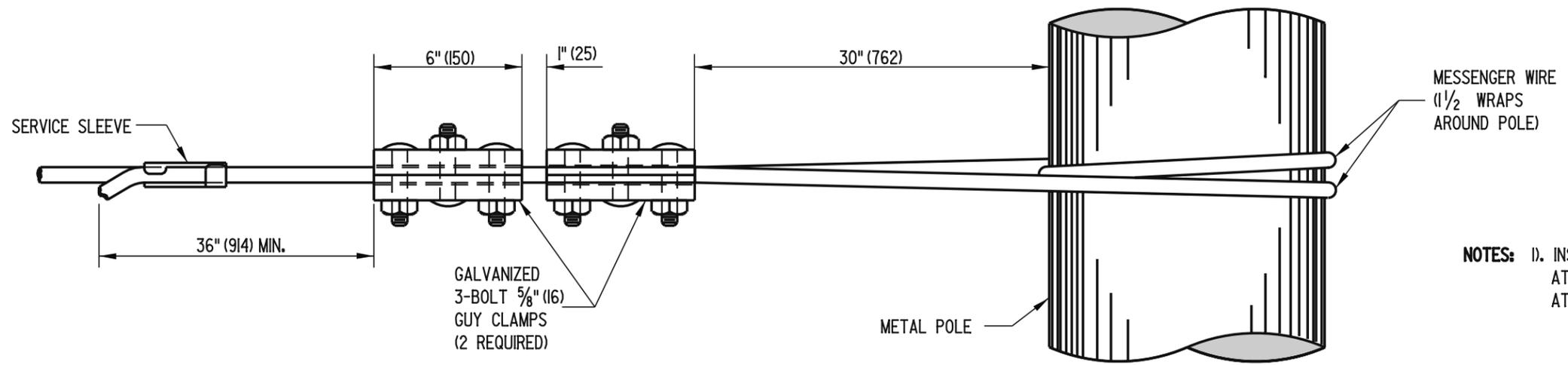
SCALE : N.T.S.



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".



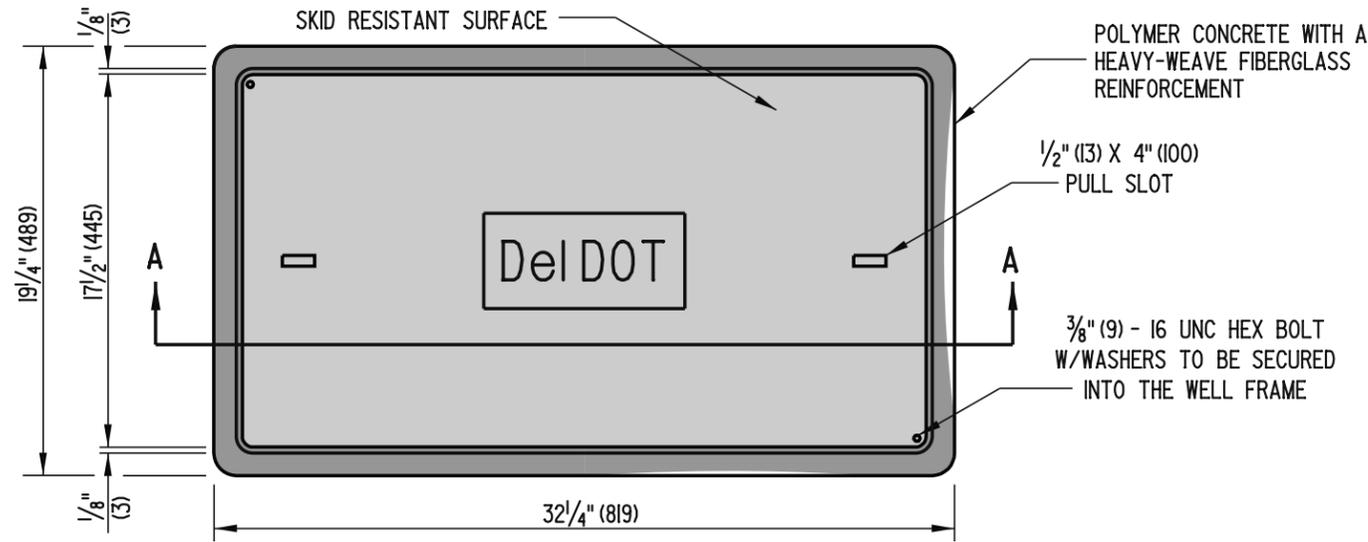
WOOD POLES



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

METAL POLES

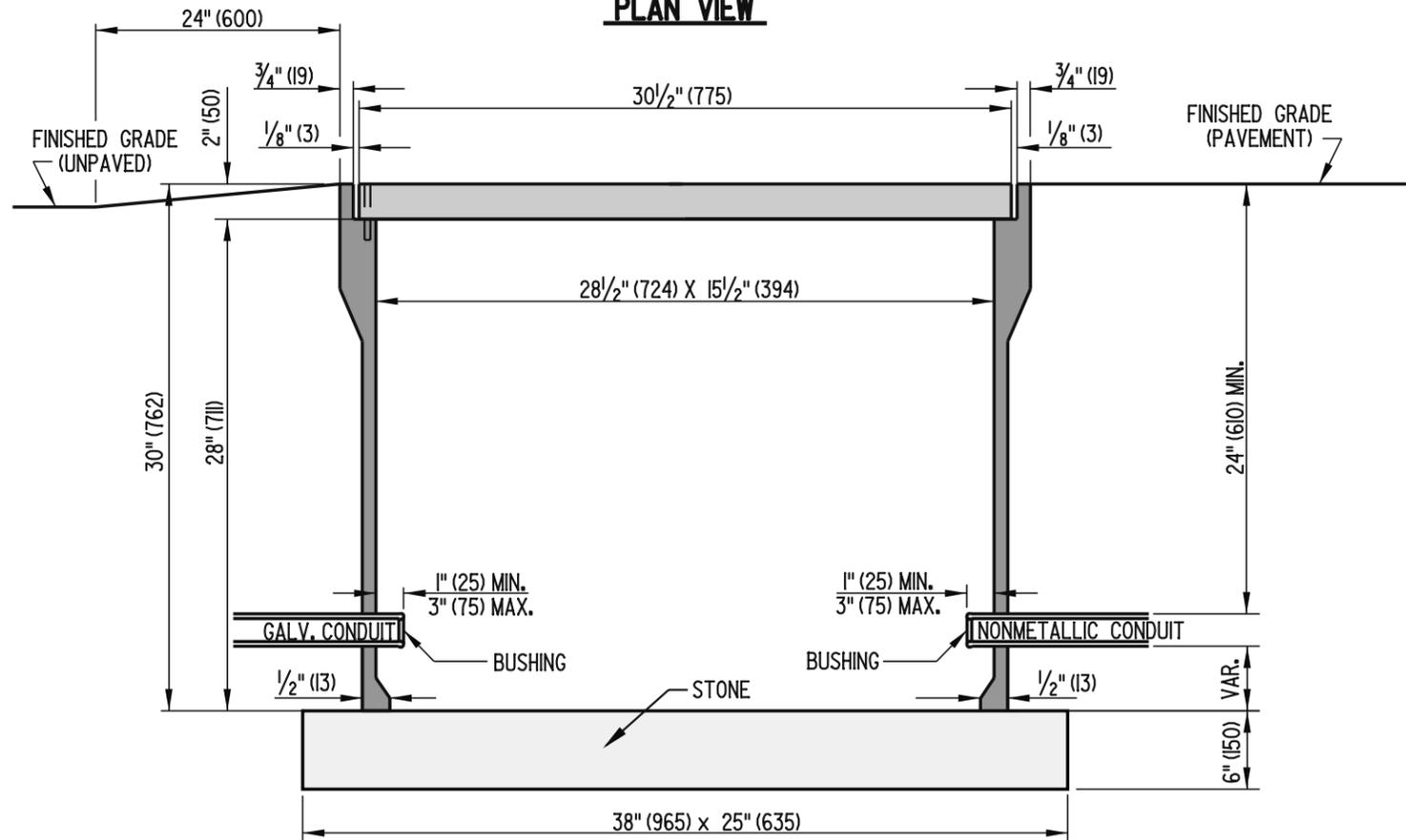
 DELAWARE DEPARTMENT OF TRANSPORTATION	DEAD END MESSENGER WIRE ATTACHMENT			APPROVED <i>Carolann Wick</i> 12/5/05 <small>CHIEF ENGINEER DATE</small>
	STANDARD NO. T-12 (2005)	SHT. 2	OF 2	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 <small>DESIGN ENGINEER DATE</small>



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



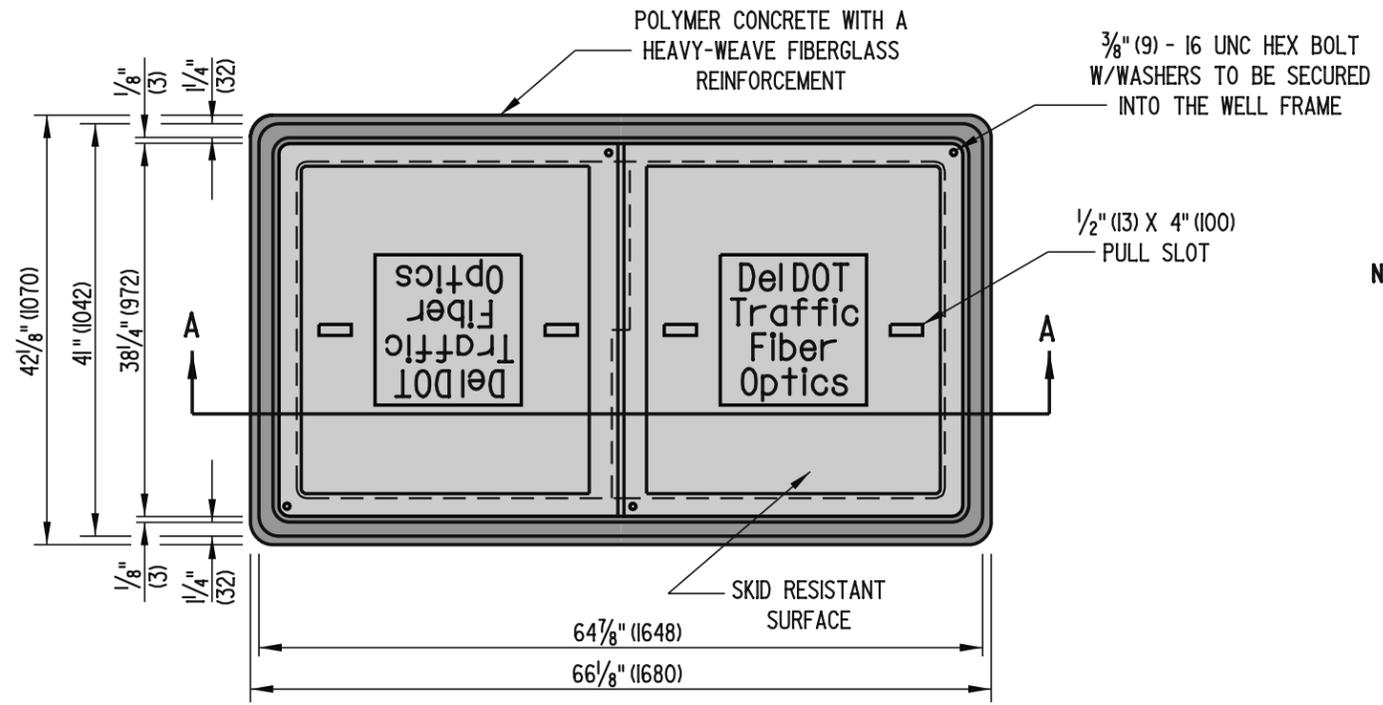
DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 6

STANDARD NO. T-13 (2005) SHT. 1 OF 3

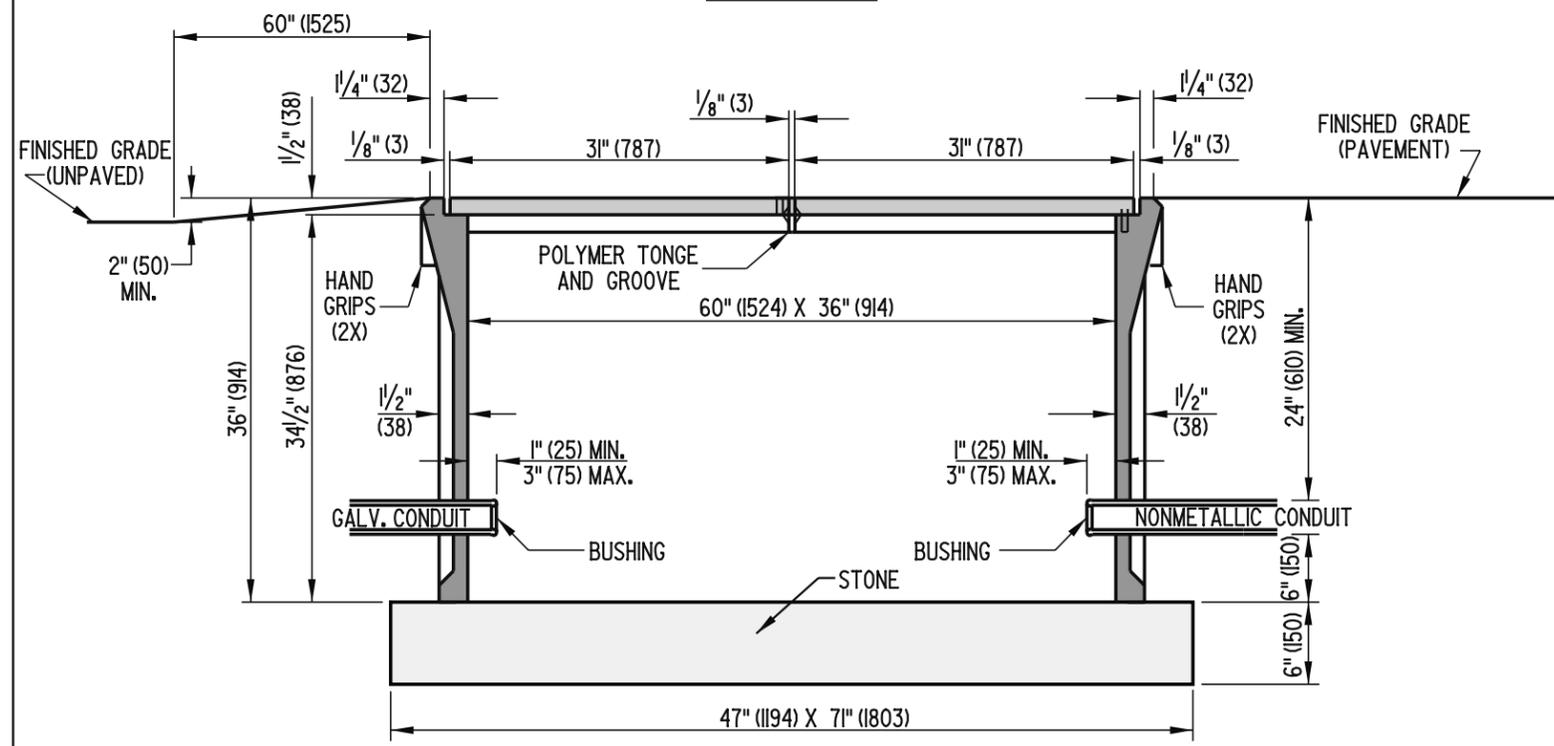
APPROVED *Carolann Wick* 12/5/05
CHIEF ENGINEER DATE

RECOMMENDED *James M. O'Brien* 11/29/05
DESIGN ENGINEER DATE

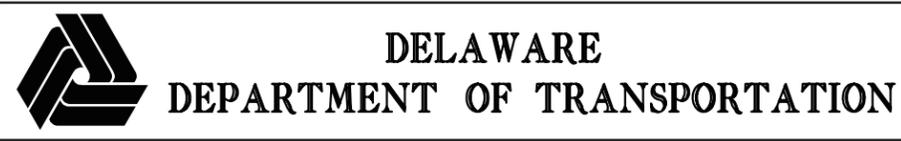


- NOTES:**
- 1). TYPE 7 CONDUIT JUNCTION WELL SHALL BE PRECAST POLYMER CONCRETE.
 - 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY 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.

PLAN VIEW



SECTION A-A



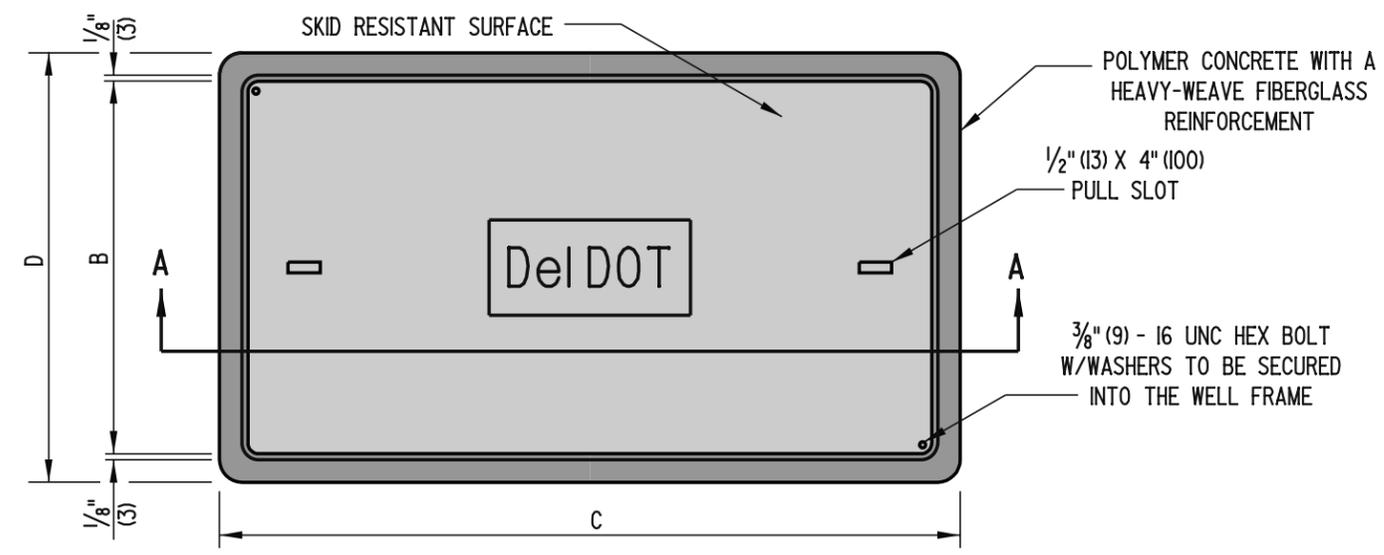
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

CONDUIT JUNCTION WELL, TYPE 7

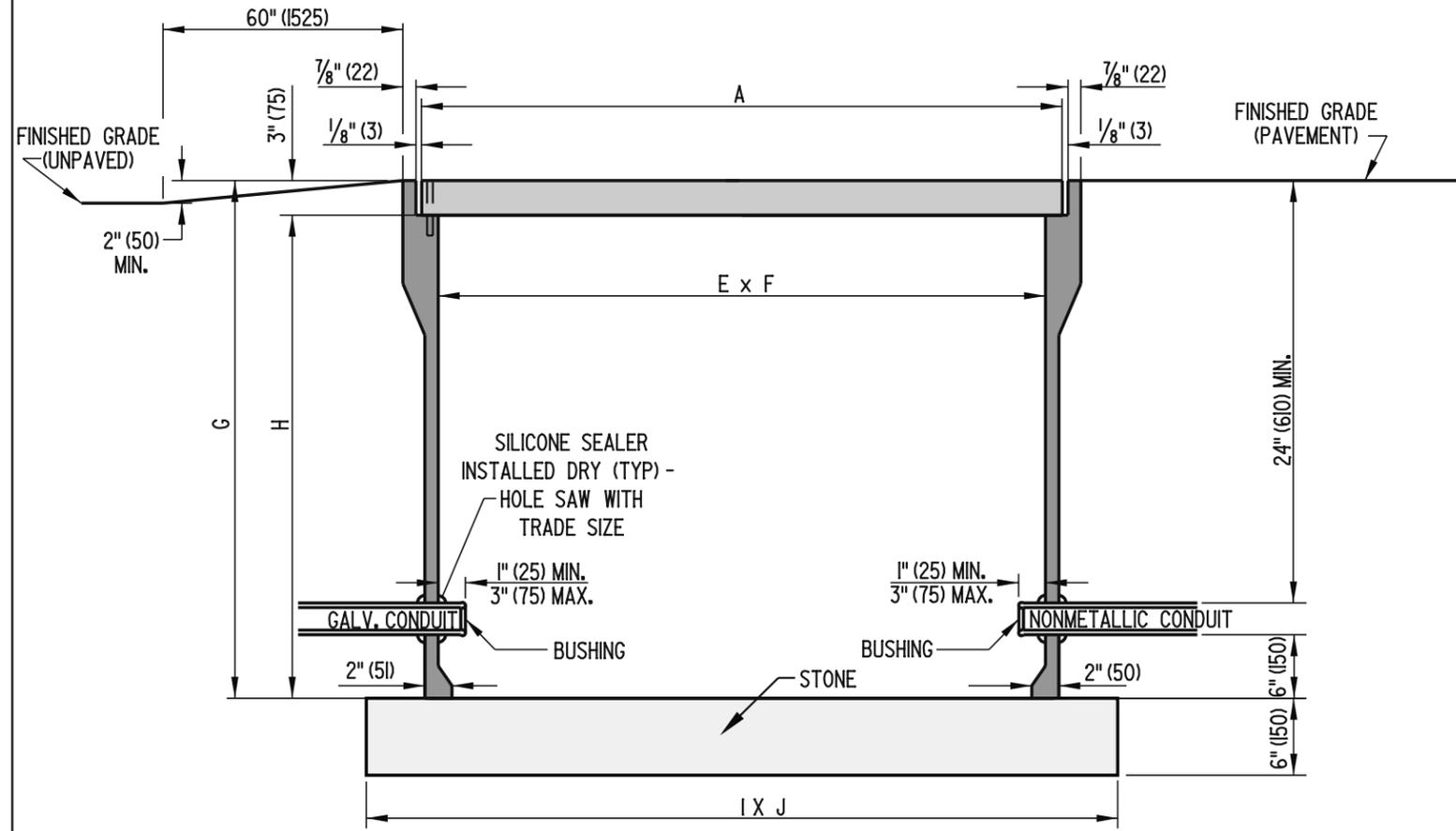
STANDARD NO. **T-13 (2006)** SHT. **2** OF **3**

APPROVED *[Signature]* **10/10/06**
CHIEF ENGINEER DATE

RECOMMENDED *[Signature]* **10/19/06**
DESIGN ENGINEER DATE



PLAN VIEW

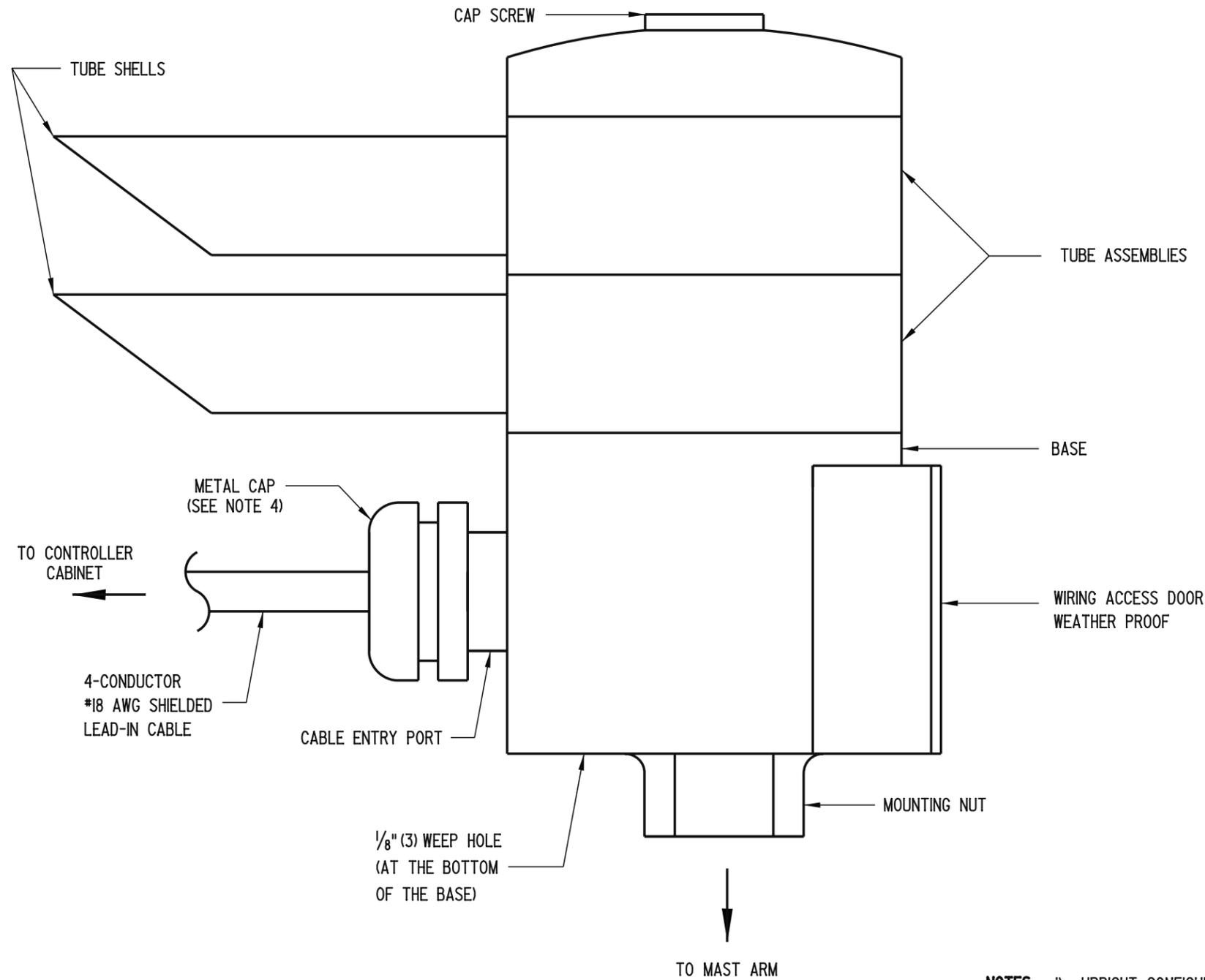


SECTION A-A

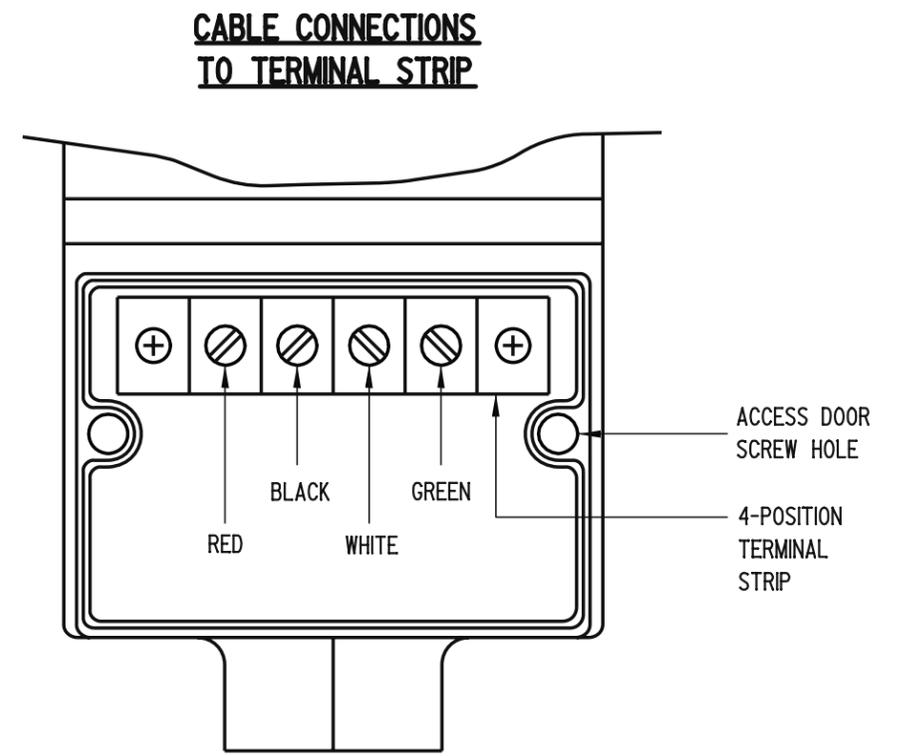
NOTES:

- 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\"/>

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)



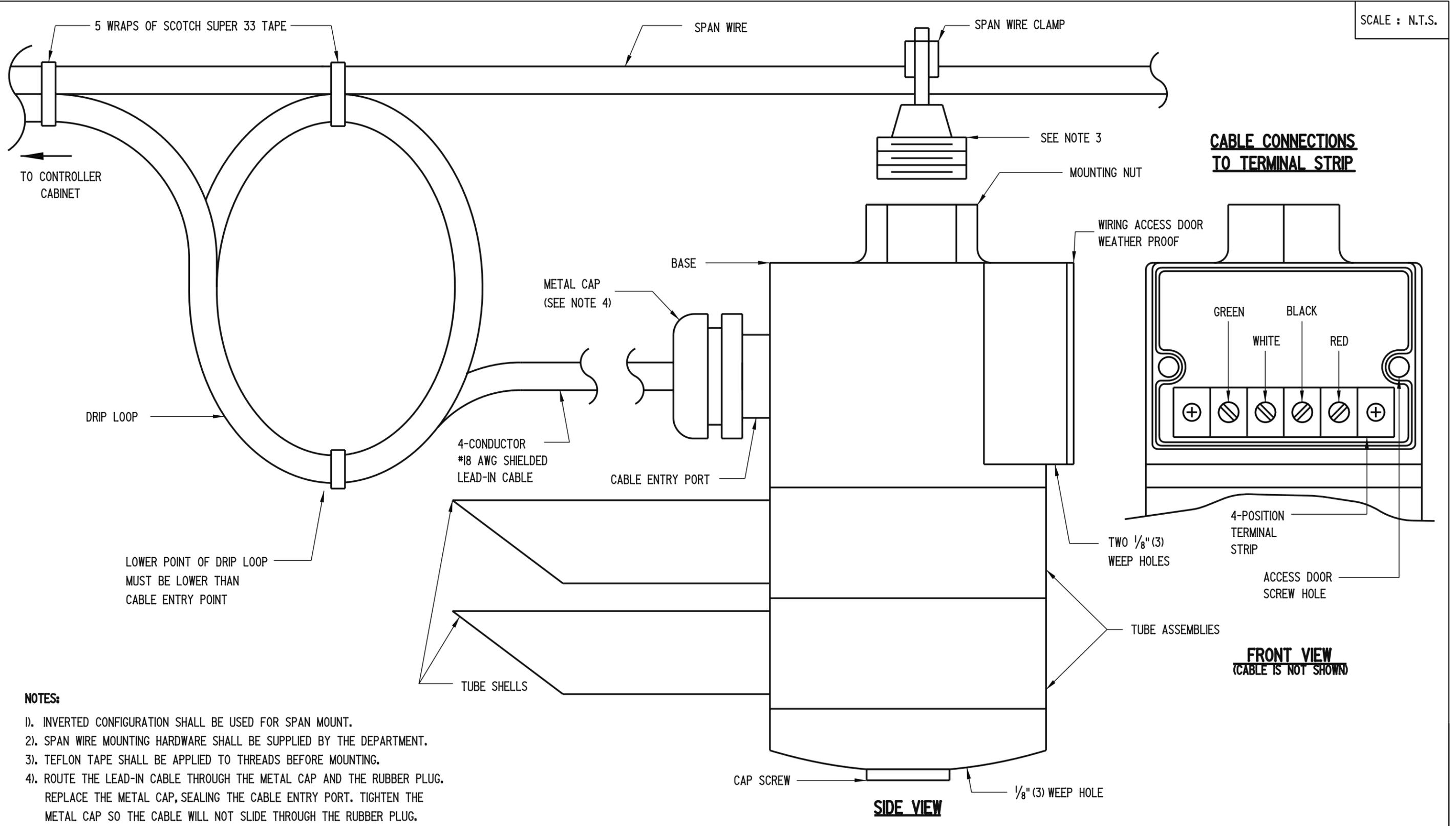
SIDE VIEW



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.

SCALE : N.T.S.



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.



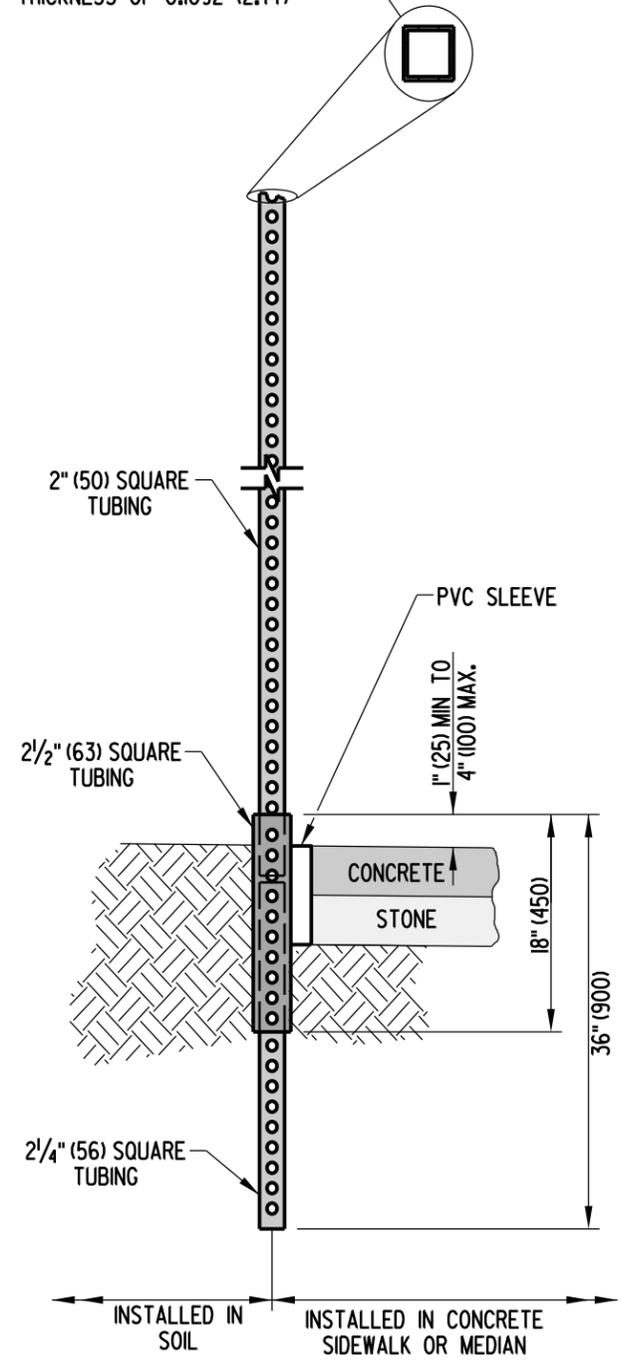
EMERGENCY PREEMPTION RECEIVER, INVERTED MOUNT

STANDARD NO. T-14 (2005) SHT. 2 OF 2

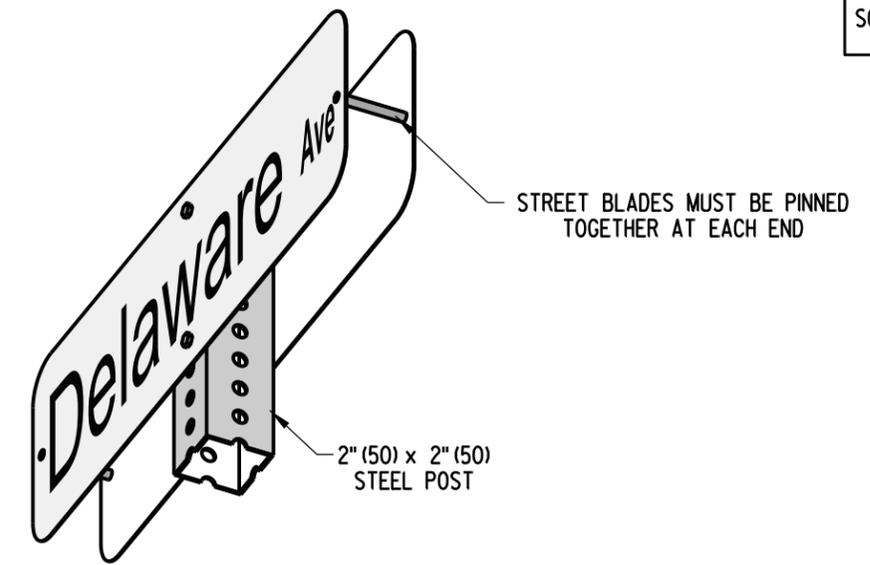
APPROVED *Carolann Wick* 12/15/05
CHIEF ENGINEER DATE

RECOMMENDED *James M. O'Brien* 11/29/05
DESIGN ENGINEER DATE

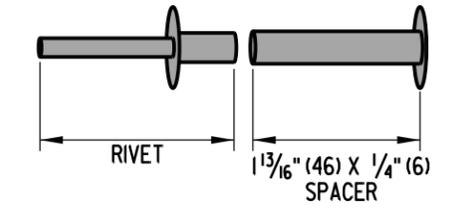
SQUARE POST SHALL NOT BE LESS THAN 2" (50) x 2" (50) WITH A WALL THICKNESS OF 0.1092" (2.77)



BREAK-AWAY ASSEMBLY



TYPICAL ASSEMBLY

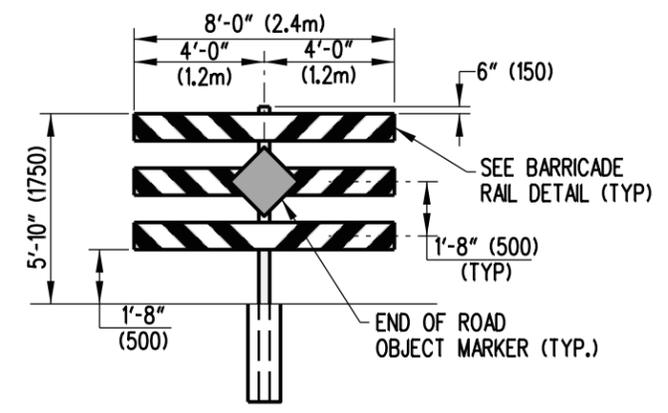


PIN ASSEMBLY

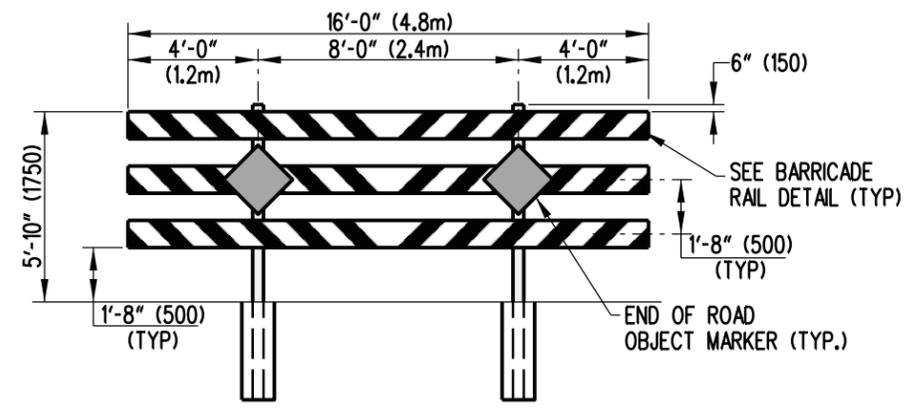
NOTE: THE PIN ASSEMBLY IS TO BE USED WITH THE INSTALLATION OF BACK TO BACK STREET BLADE SIGNS WITH 6" (150) LETTERS.

NOTES:

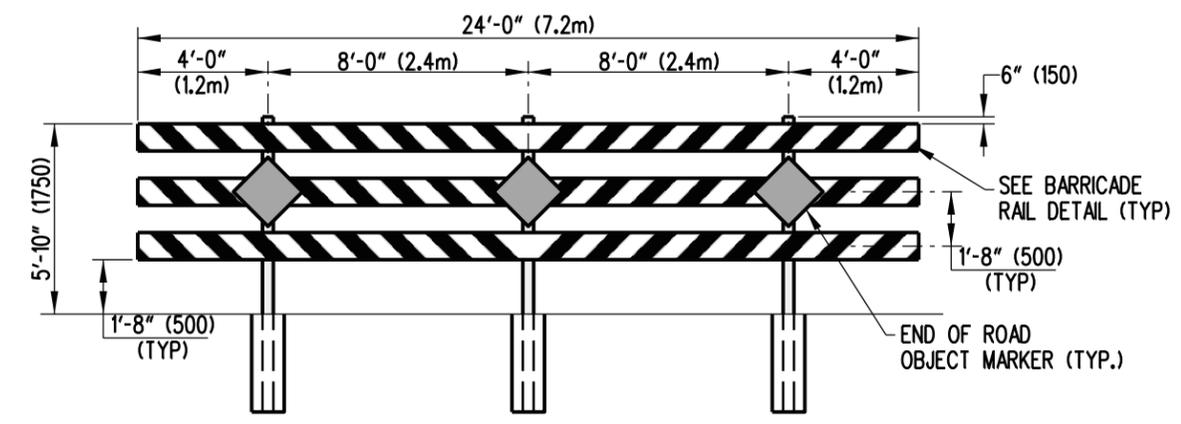
- 1). SQUARE TUBES ARE TO BE FORMED FROM GALVANIZED SHEET STRUCTURAL (PHYSICAL) QUALITY, ASTM A 446, GRADE A, COATING DESIGNATION G 90, REGULAR SPANGLE, OR HOT ROLLED CARBON SHEET STEEL STRUCTURAL (PHYSICAL) QUALITY, ASTM A 57, GRADE 33.
- 2). NOMINAL OUTSIDE DIMENSIONS ARE AS FOLLOWS:
 - A). 2" (50) x 2" (50) +/- 0.008
 - 2 1/4" (56) x 2 1/4" (56) +/- 0.010
 - 2 1/2" (63) x 2 1/2" (63) +/- 0.010
- 3). ALL FOUR SIDES ARE TO HAVE EVENLY SPACED 7/16" (12) DIAMETER HOLES ON 1" (25) CENTERS THE ENTIRE LENGTH OF THE TUBE.
- 4). STANDARD CORNER RADIUS SHALL BE 5/32" (4).
- 5). THE FASTENERS TO BE SUPPLIED UNDER THIS SPECIFICATION SHALL BE 5/16" (8), GRADE 5 UNC CORNER BOLTS WITH CADMIUM OR ZINC PLATING. INSTALLATION OF SIGNS SHALL BE WITH 3/8" (10) x 2 1/2" (63) BOLT WITH LOCKNUT AND WASHER.
- 6). THE CONTRACTOR SHALL PROVIDE AND INSTALL PVC SLEEVES (4" (100) INSIDE DIAMETER MINIMUM, 6" (150) INSIDE DIAMETER MAXIMUM) IN PROPOSED CONCRETE SIDEWALKS, ISLANDS, AND MEDIANS FOR FUTURE TRAFFIC SIGN POSTS AS DIRECTED BY THE ENGINEER. THE LOWER END OF THE SLEEVE SHALL BE SET ON TOP OF THE SOIL.



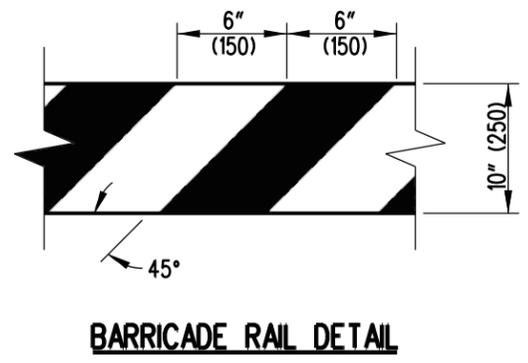
1-POST PERMANENT WOOD BARRICADE DETAIL



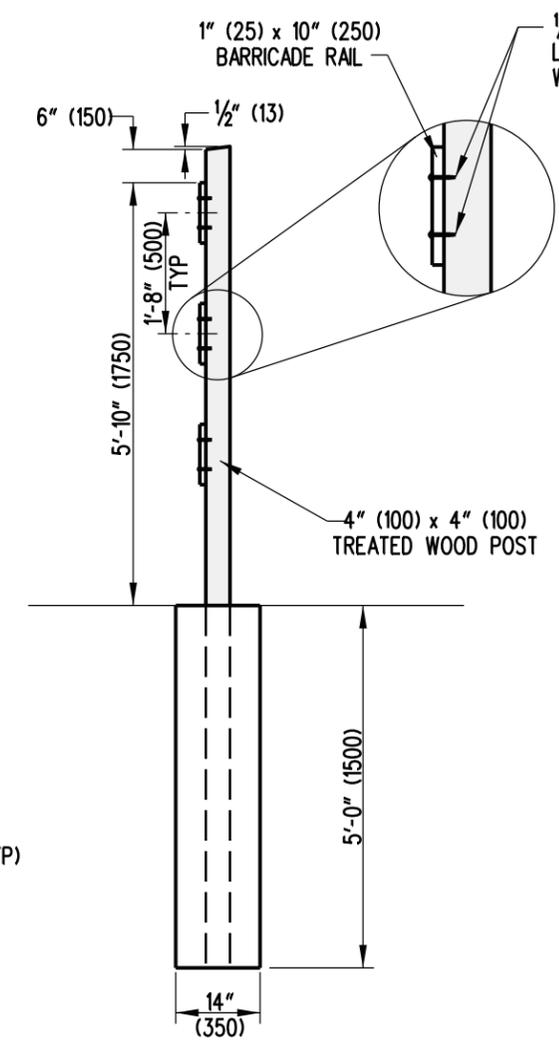
2-POST PERMANENT WOOD BARRICADE DETAIL



3-POST PERMANENT WOOD BARRICADE DETAIL



BARRICADE RAIL DETAIL



BARRICADE POST DETAIL

WOOD BARRICADE POST CHART			
ROADWAY WIDTH	NUMBER OF BARRICADES	TYPE OF POST	OUTSIDE OVERHANG
4'-0" (1.2m)	1	1-POST	2'-0" (600)
6'-0" (1.8m)	1	1-POST	3'-0" (900)
8'-0" (2.4m)	1	1-POST	4'-0" (1,2m)
10'-0" (3m)	1	2-POST	1'-0" (300)
12'-0" (3.6m)	1	2-POST	2'-0" (600)
14'-0" (4.2m)	1	2-POST	3'-0" (900)
16'-0" (4.8m)	1	2-POST	4'-0" (1,2m)
18'-0" (5.4m)	1	3-POST	1'-0" (300)
20'-0" (6m)	1	3-POST	2'-0" (600)
22'-0" (6.6m)	1	3-POST	3'-0" (900)
24'-0" (7.2m)	1	3-POST	4'-0" (1,2m)
26'-0" (7.8m)	2	2-POST	1'-0" (300)
28'-0" (8.4m)	2	2-POST	2'-0" (600)
30'-0" (9m)	2	2-POST	3'-0" (900)
32'-0" (9.6m)	2	2-POST	4'-0" (1,2m)
34'-0" (10.2m)	2	2-POST 3-POST	1'-0" (300)
36'-0" (10.8m)	2	2-POST 3-POST	2'-0" (600)
38'-0" (11.4m)	2	2-POST 3-POST	3'-0" (900)
40'-0" (12m)	2	2-POST 3-POST	4'-0" (1,2m)
42'-0" (12.6m)	2	3-POST	1'-0" (300)
44'-0" (13.2m)	2	3-POST	2'-0" (600)
46'-0" (13.8m)	2	3-POST	3'-0" (900)
48'-0" (14.4m)	2	3-POST	4'-0" (1,2m)
50'-0" (15m)	3	(2) 2-POST <ENDS> (1) 3-POST <CENTER>	1'-0" (300)

NOTES:

- BARRICADES SHALL BE PLACED COMPLETELY ACROSS THE ROADWAY FROM EDGE OF ROAD TO EDGE OF ROAD. IF NECESSARY, THE BARRICADE OVERHANG BEYOND THE OUTSIDE POSTS (TYPICALLY 4'-0" (1.2m)) MAY BE REDUCED TO THE "OUTSIDE OVERHANG" VALUE INDICATED IN THE TABLE ABOVE IF OBSTACLES ARE PRESENT BEYOND THE ROADWAY EDGE.
- MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATING FLUORESCENT RED AND WHITE STRIPES, SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES, USING PRISMATIC, RETROREFLECTIVE SHEETING. STRIPES SHALL SLOPE DOWNWARD TOWARDS THE CENTER OF THE CLOSURE.
- ATTACH BARRICADE RAIL AND OBJECT MARKER TO THE 4" (100) x 4" (100) PRESSURE TREATED WOOD POST USING LAG BOLTS (2" (50) LONG, MINIMUM) WITH WASHERS. TWO BOLTS PER RAIL PER POST SHALL BE REQUIRED.
- ALL WOOD SHALL BE PRESSURE TREATED.
- THE END OF ROAD OBJECT MARKER (MUTCD CODE OM4-3) SHALL BE 18" (450) x 18" (450) WITH RED PRISMATIC, RETROREFLECTIVE SHEETING.
- TREATED WOOD POST SHALL BE PLACED IN PRE-DUG HOLE, BACKFILLED USING SUITABLE MATERIAL, AND TAMPED THOROUGHLY TO PROVIDE A RIGID SUB-SURFACE CONDITION AROUND THE POST.
- BARRICADE RAILS MAY BE CONSTRUCTED USING PLASTIC OR WOOD AND SHOULD NOT BE METAL.
- LONGER WIDTH CLOSERS CAN BE ACCOMODATED BY VARIOUS COMBINATIONS OF 2-POST AND 3-POST BARRICADES.