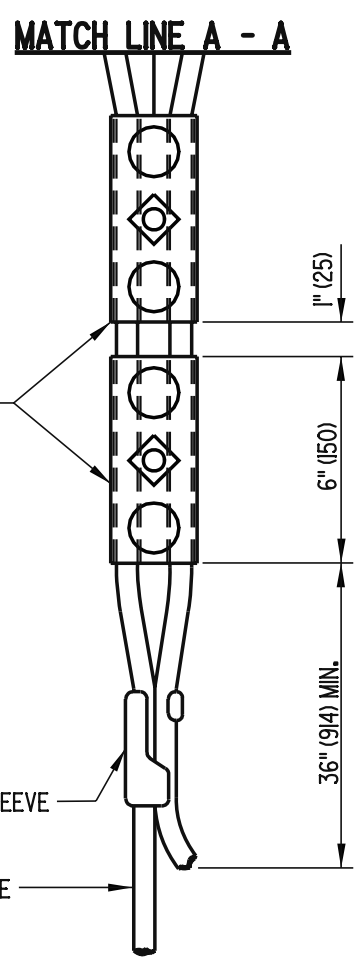
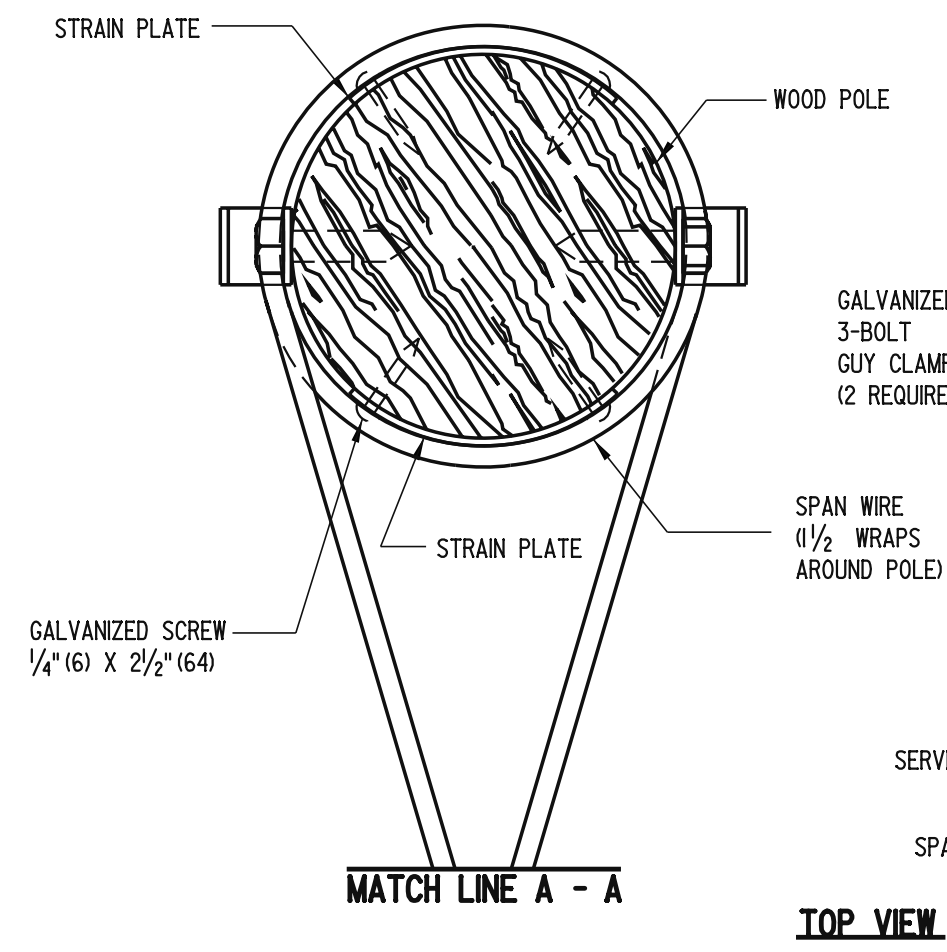
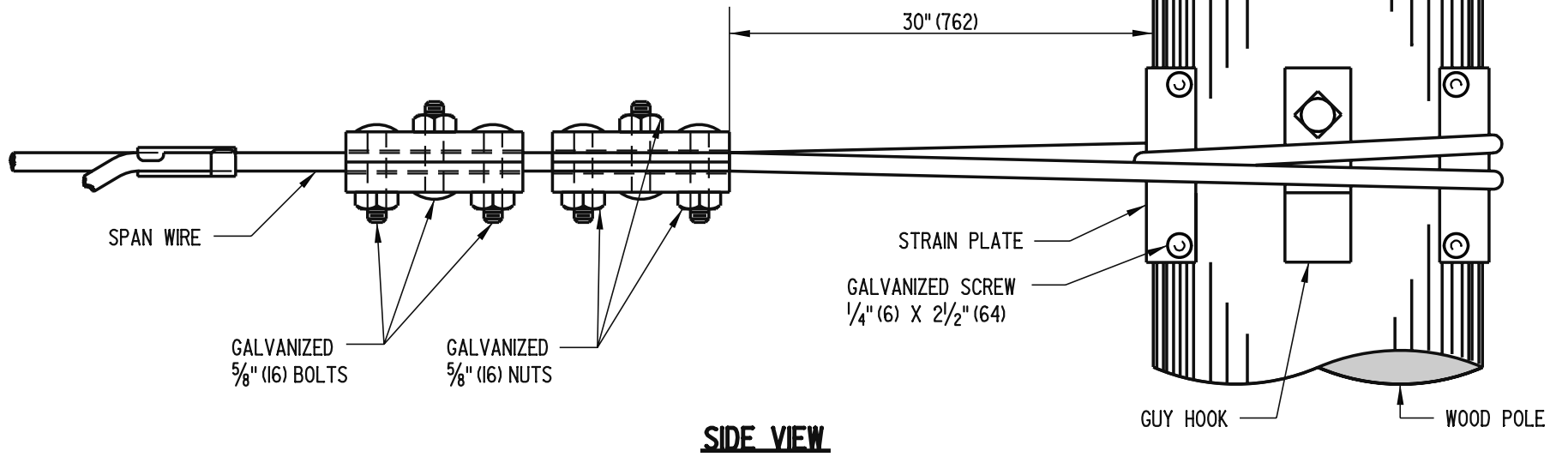
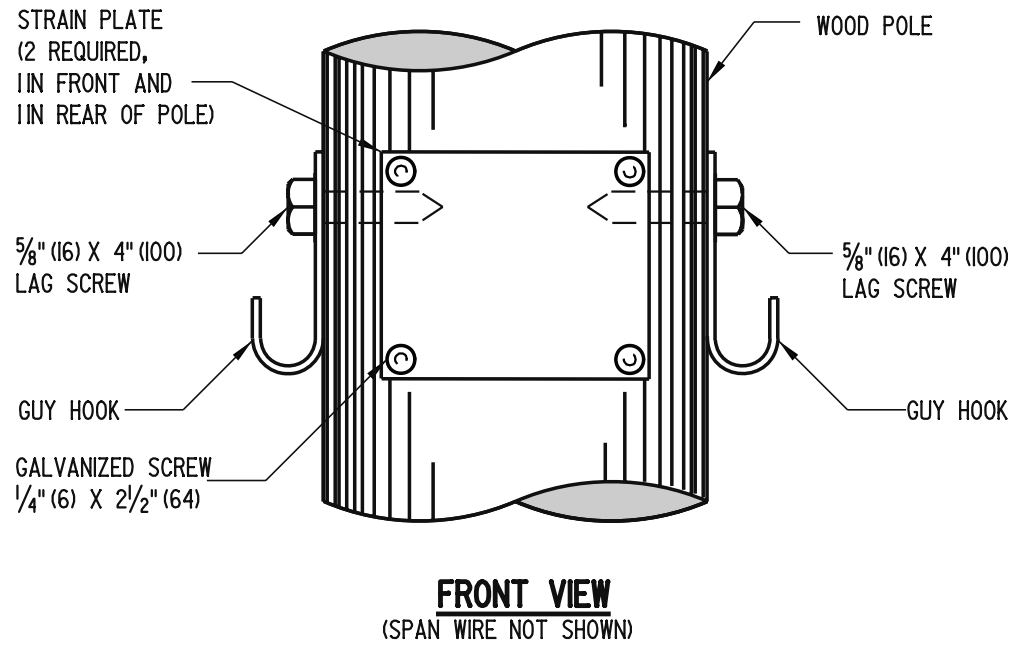
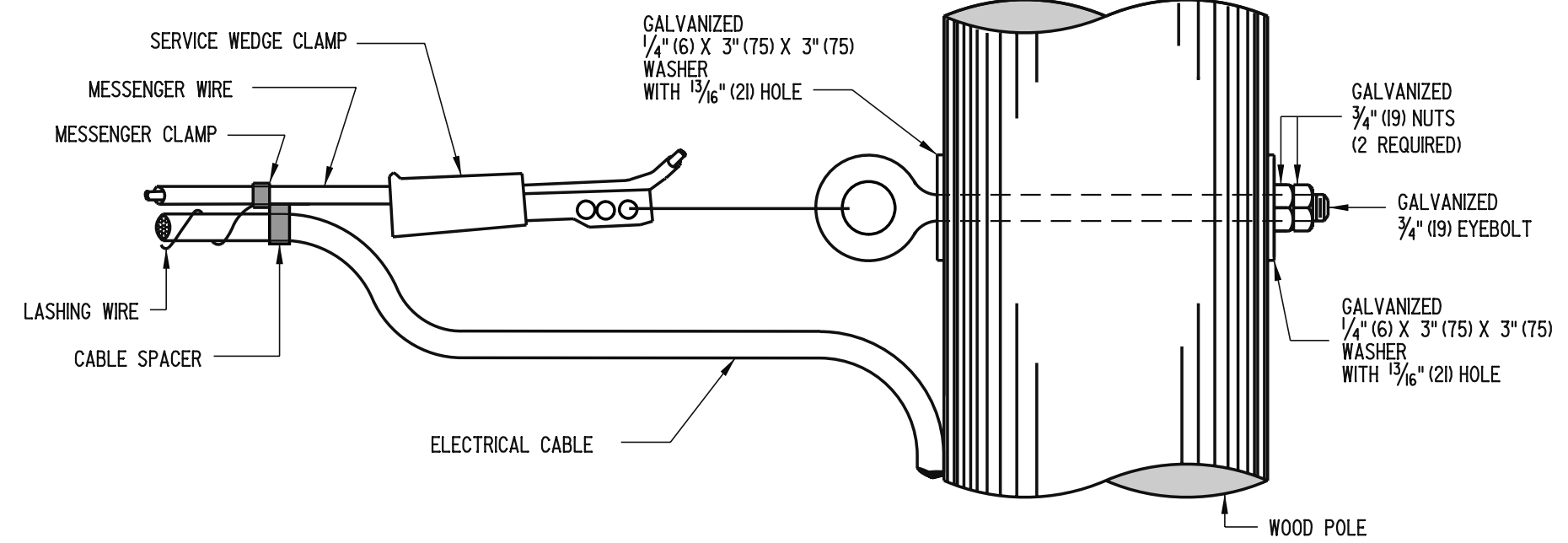


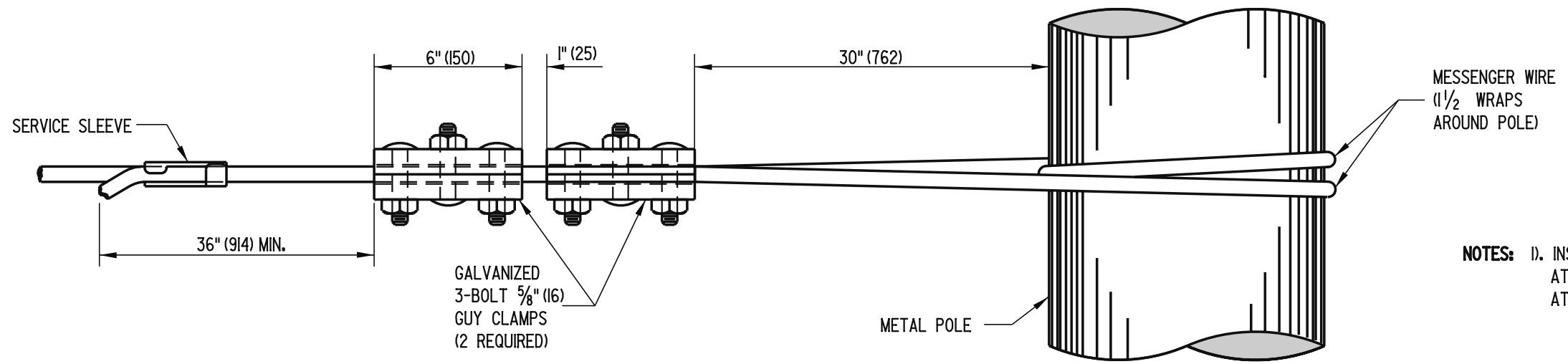
SCALE : N.T.S.



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".




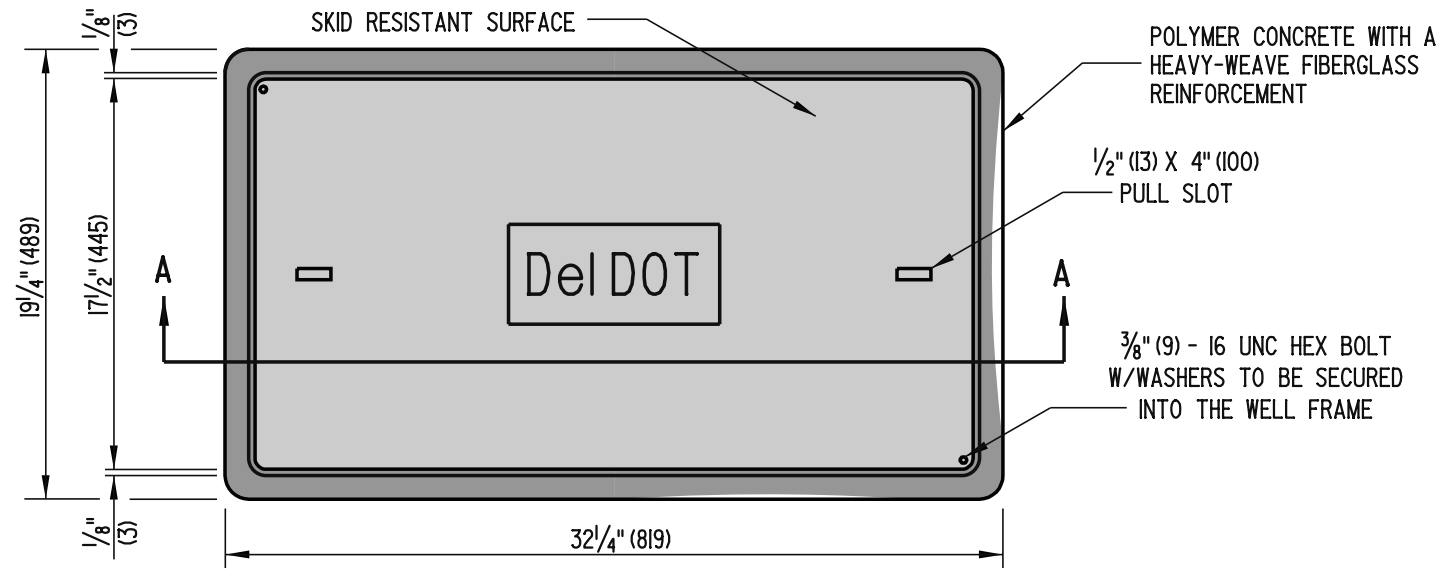
WOOD POLES



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

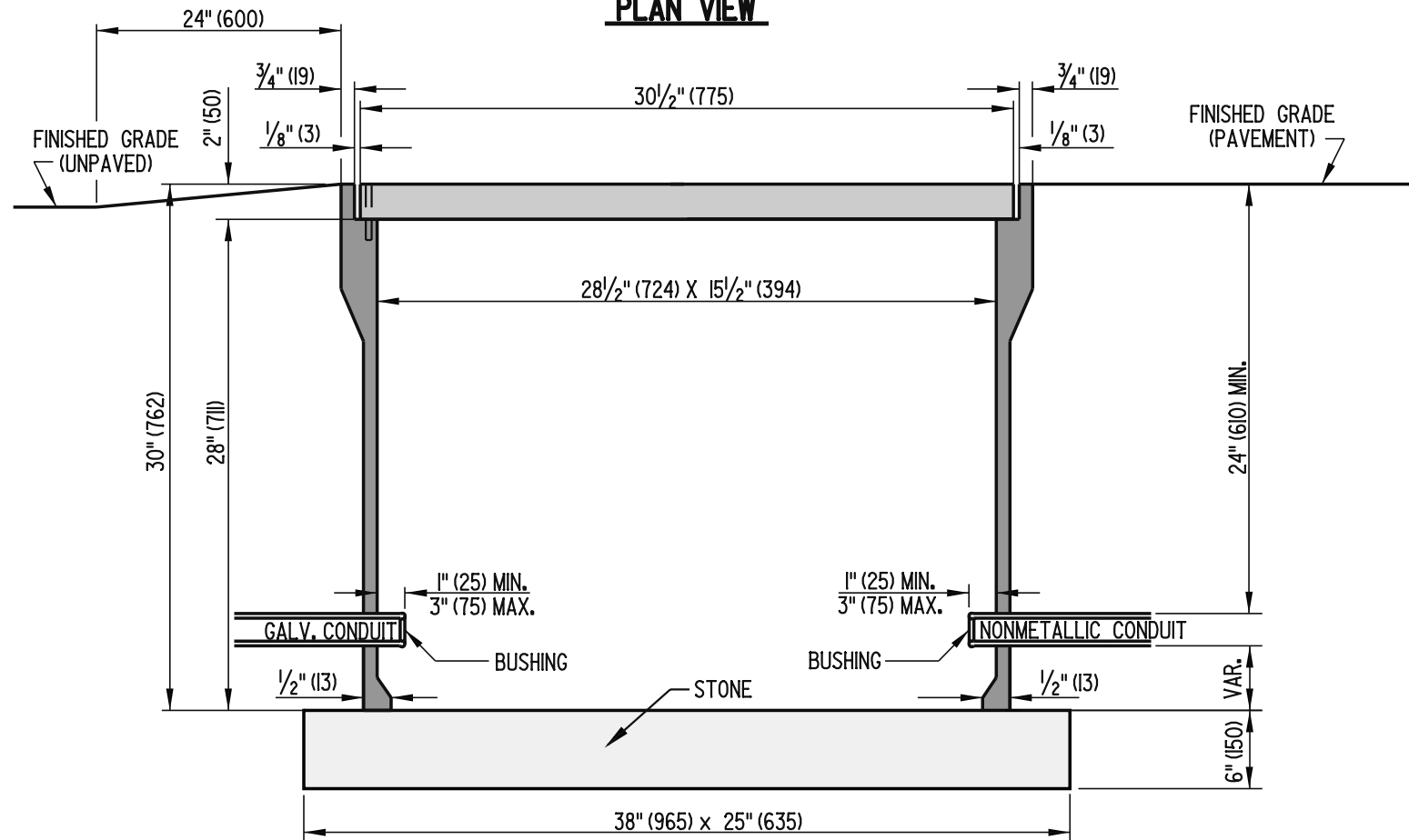
 DELAWARE DEPARTMENT OF TRANSPORTATION	DEAD END MESSENGER WIRE ATTACHMENT			APPROVED <i>Carolann Wick</i> <small>CHIEF ENGINEER</small>	12/5/05 <small>DATE</small>
	STANDARD NO. T-12 (2005)	SHT. 2	OF 2	RECOMMENDED <i>James M. O'Brien</i> <small>DESIGN ENGINEER</small>	11/29/05 <small>DATE</small>



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



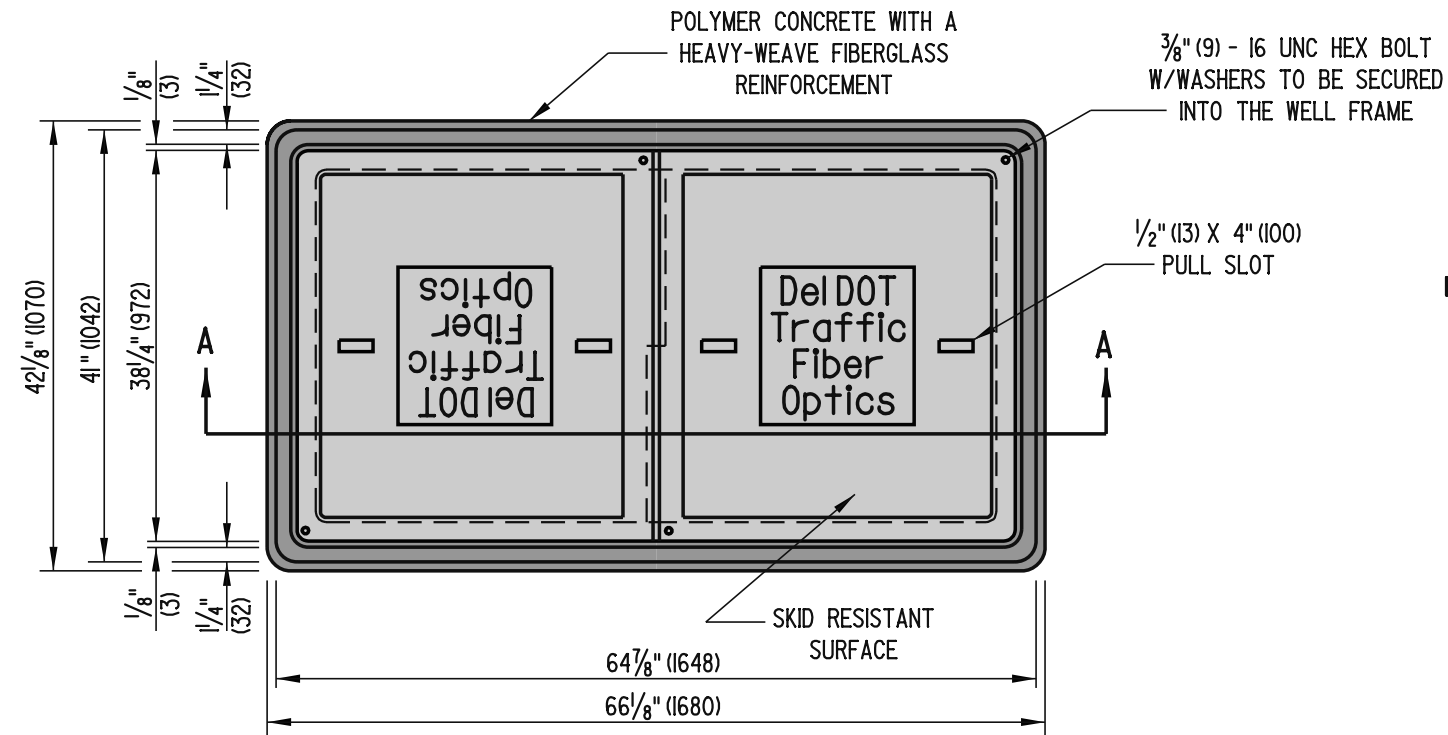
DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 6

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

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

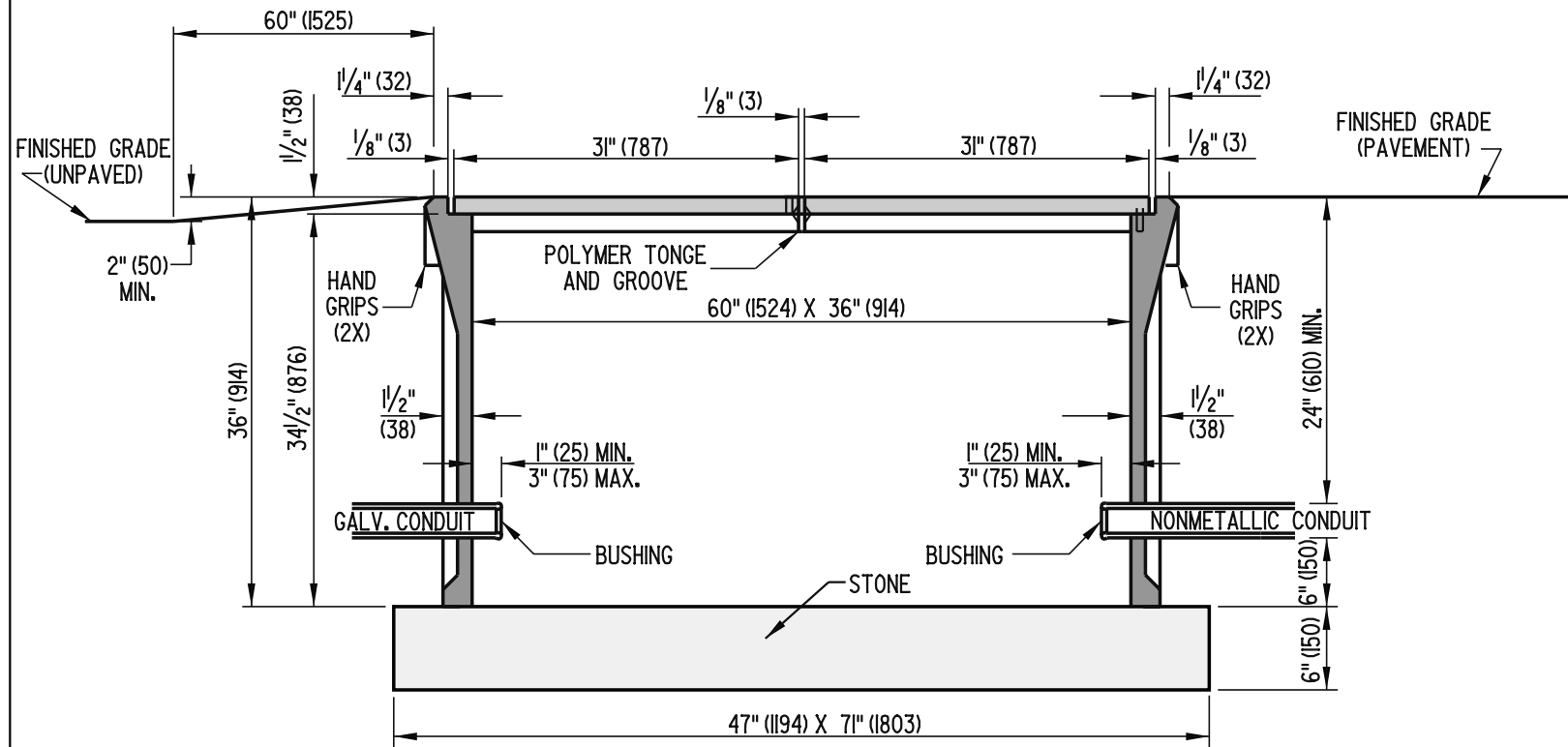
RECOMMENDED *James M. O'Brien* 11/29/05
DESIGN ENGINEER DATE



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

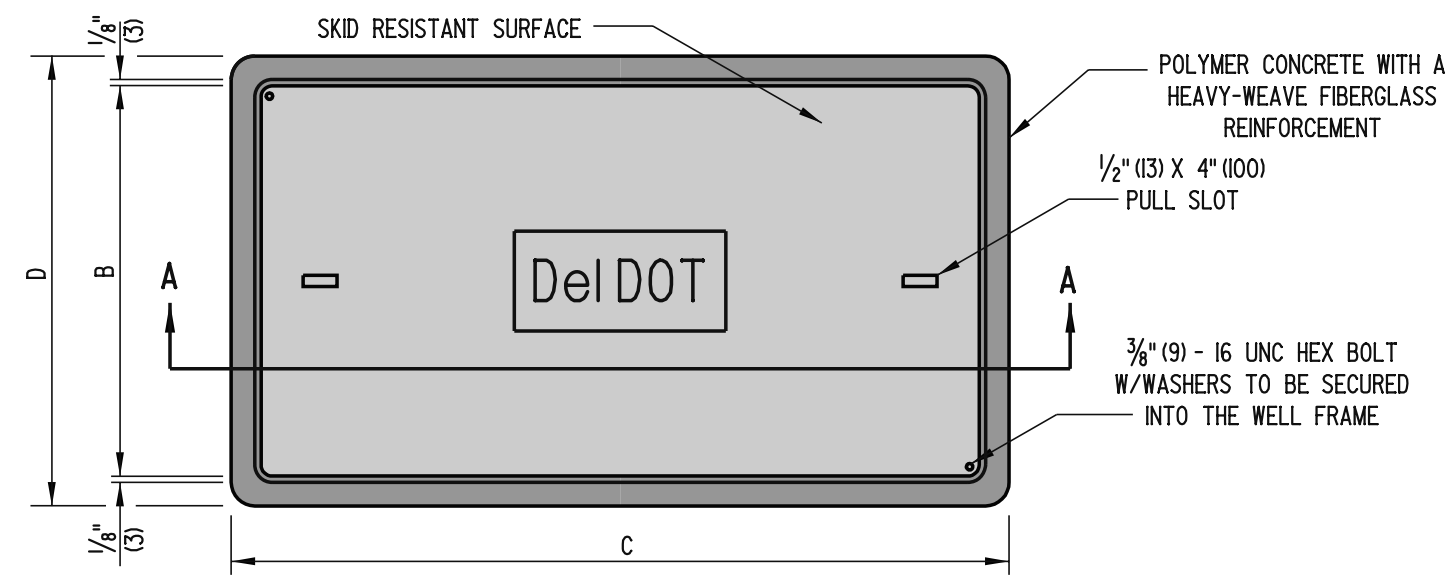
Frank Taylor
CHIEF ENGINEER

10/10/06
DATE

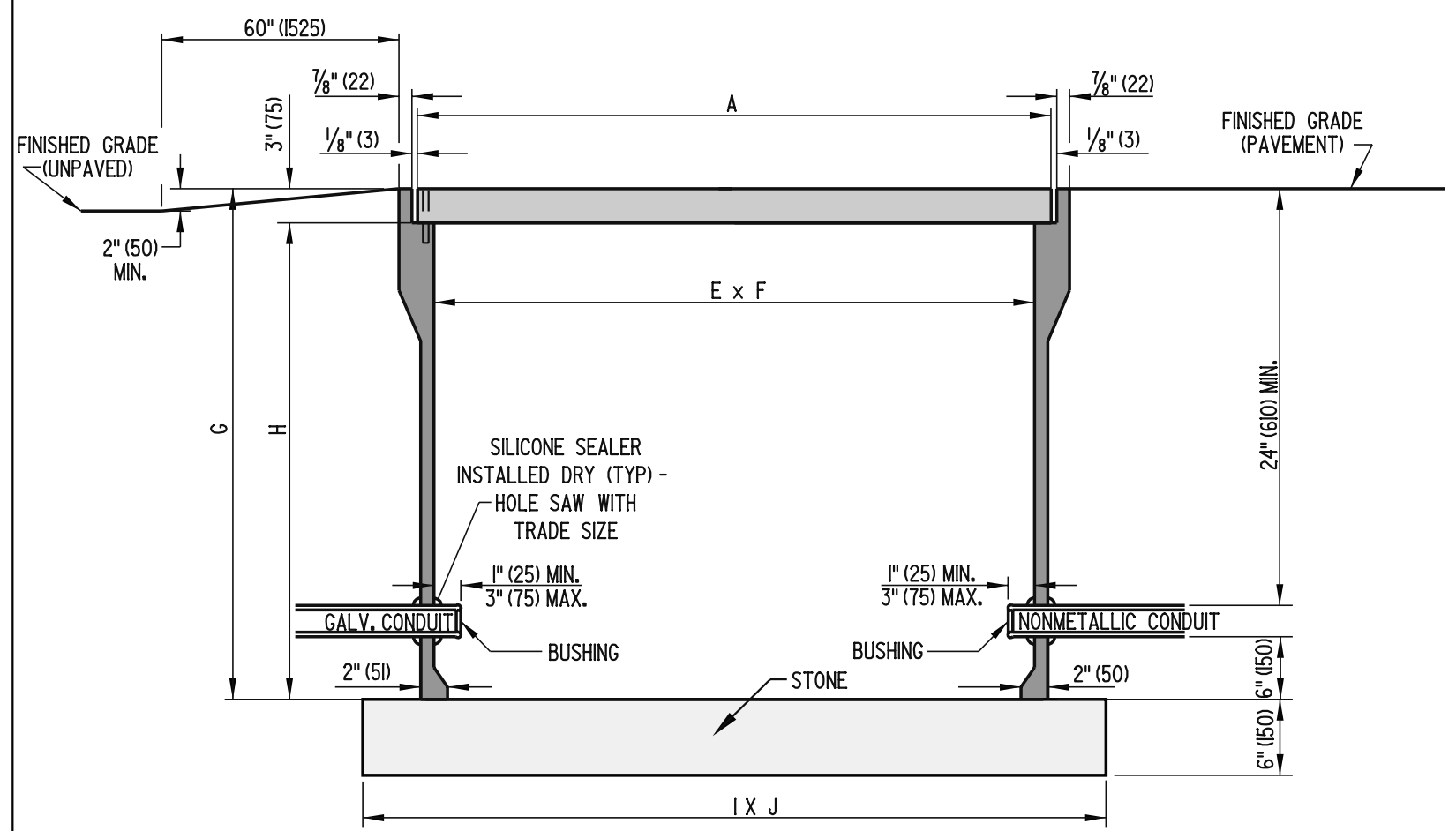
RECOMMENDED

Dennis J. ...
DESIGN ENGINEER

10/19/06
DATE



PLAN VIEW

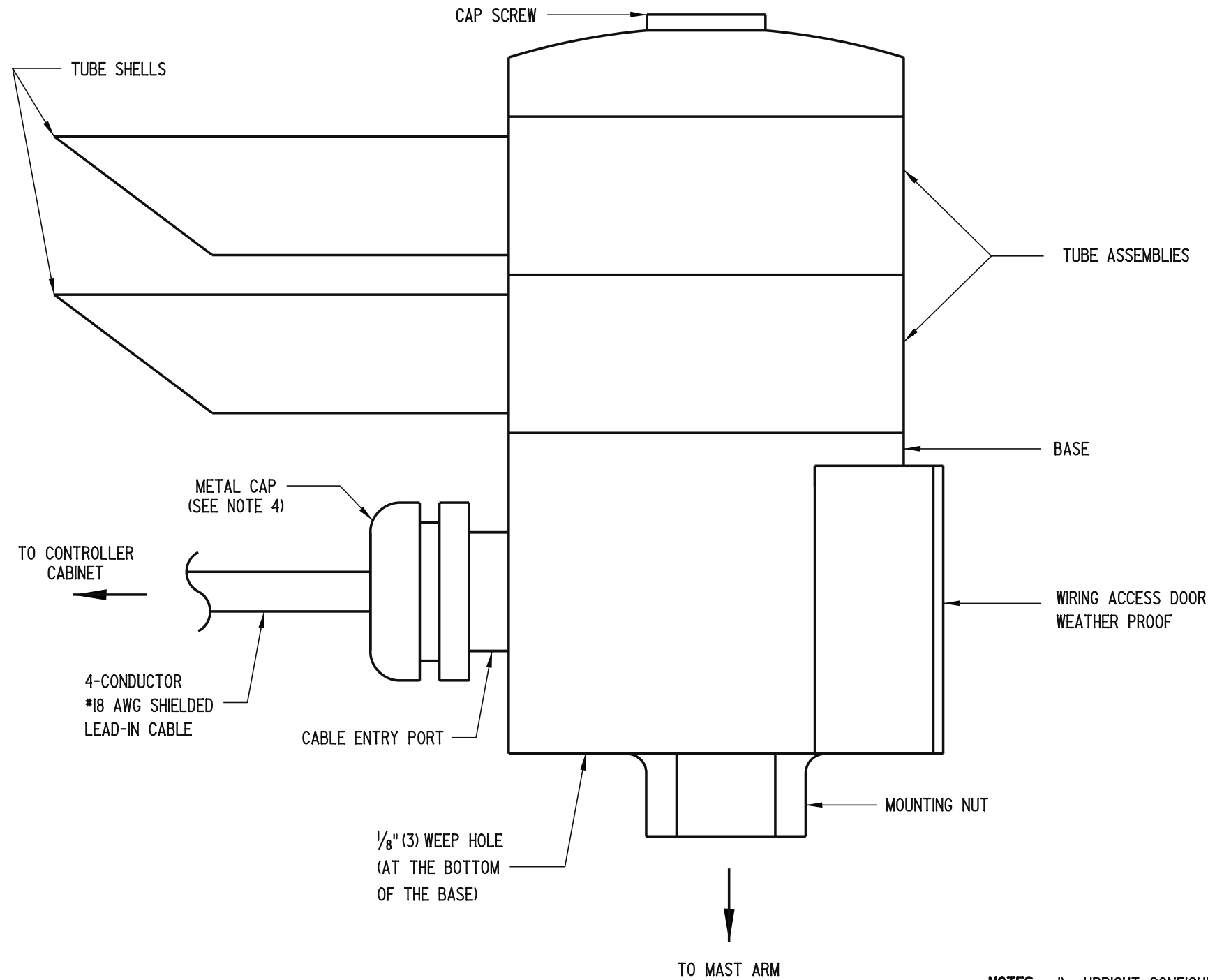


SECTION A-A

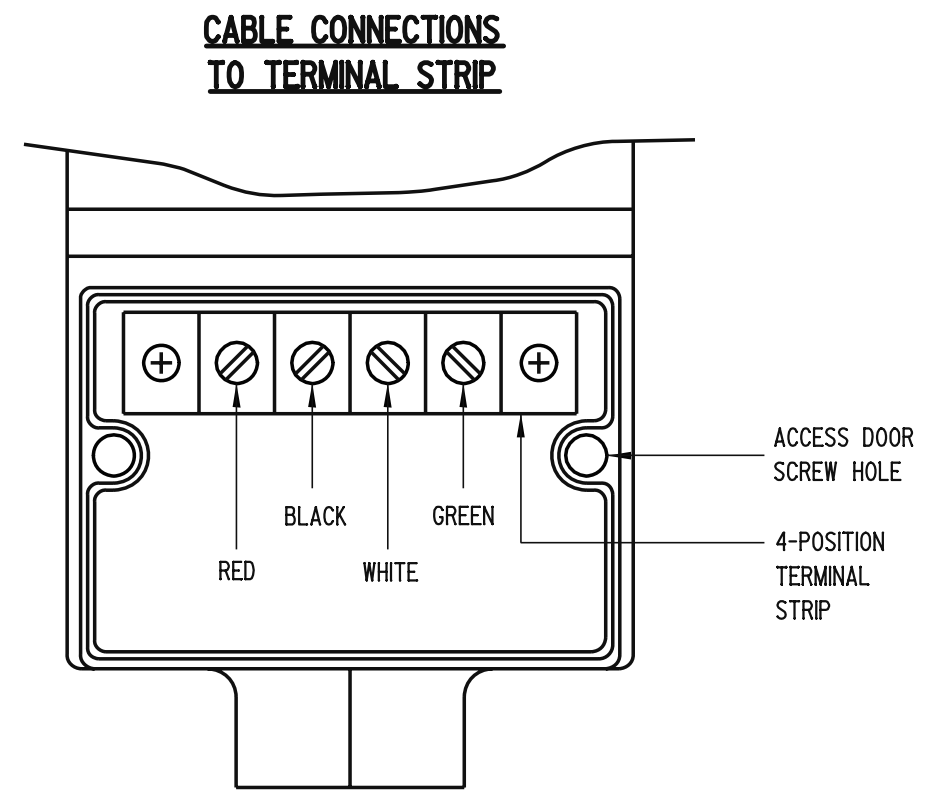
NOTES:

- 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)



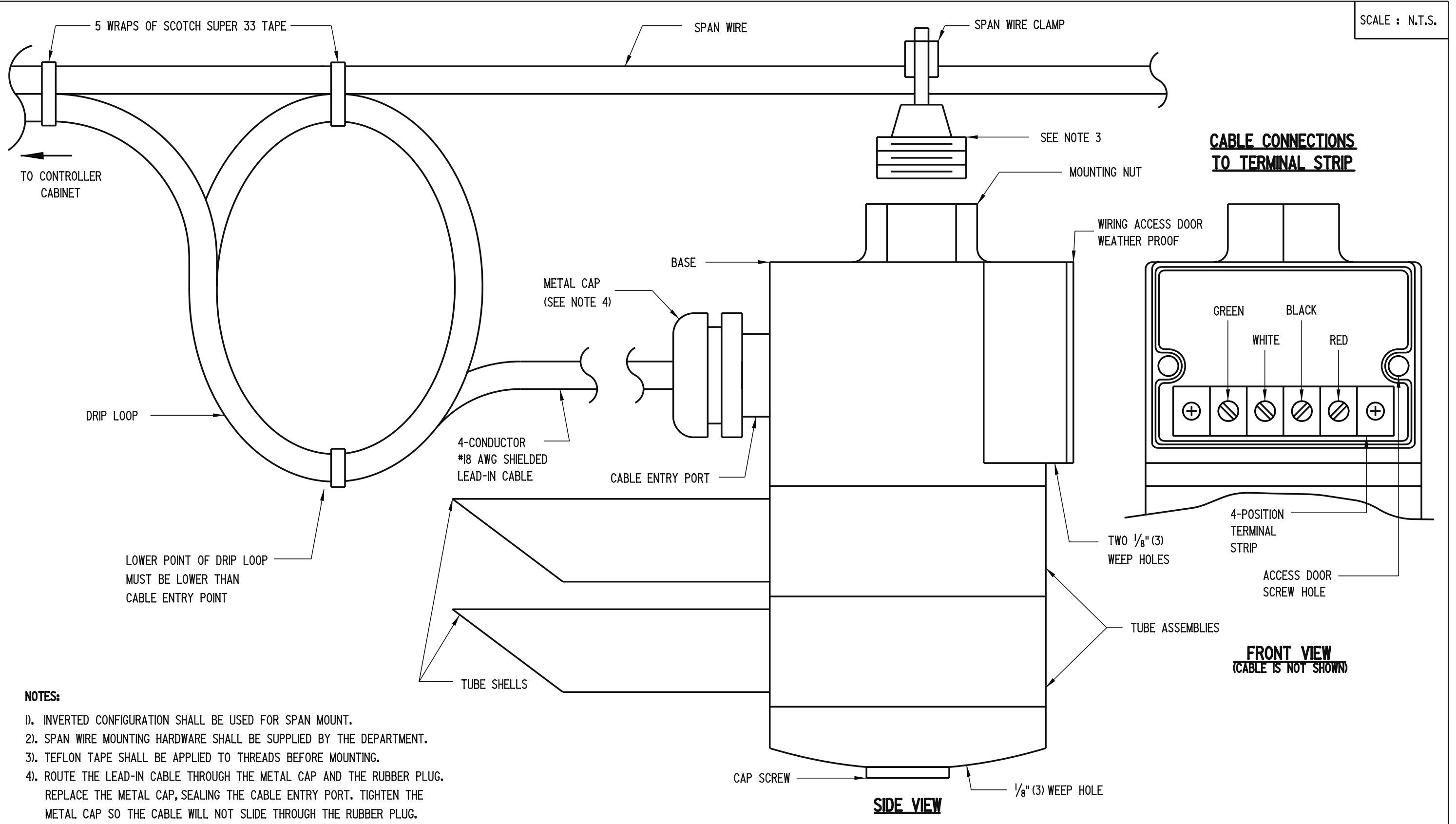
SIDE VIEW



**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.



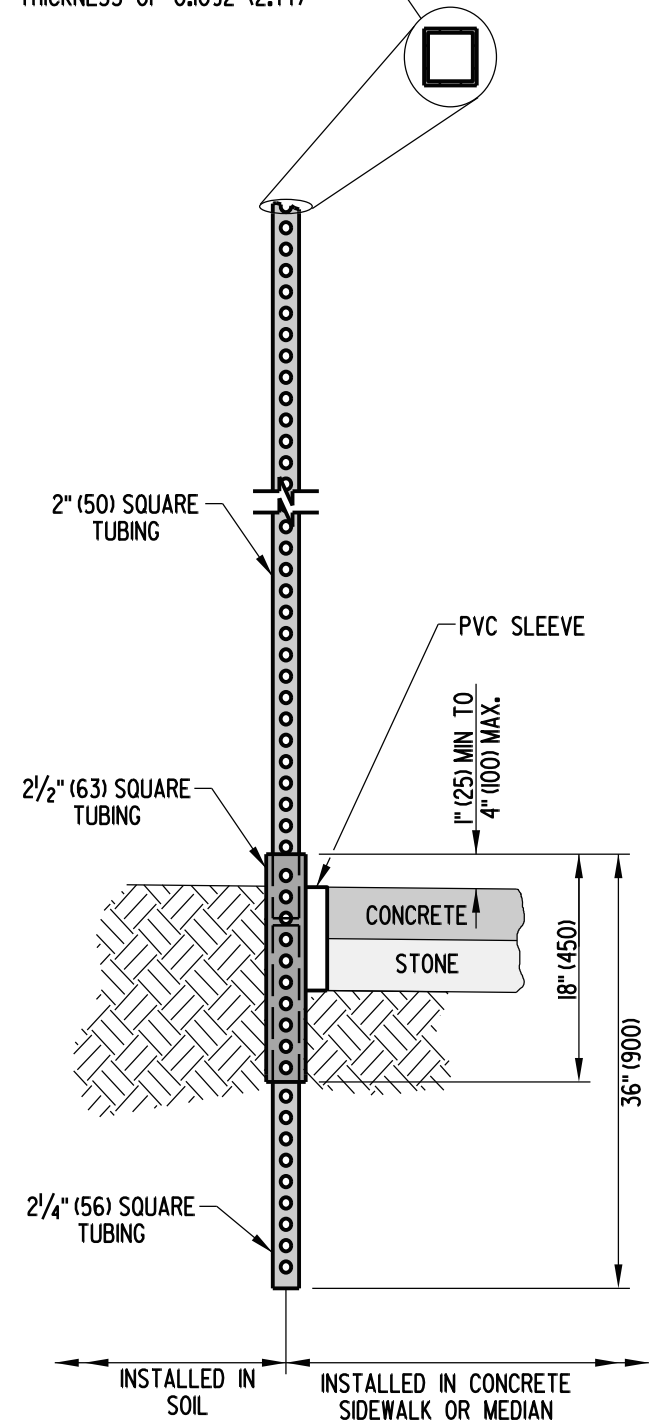
EMERGENCY PREEMPTION RECEIVER, INVERTED MOUNT

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

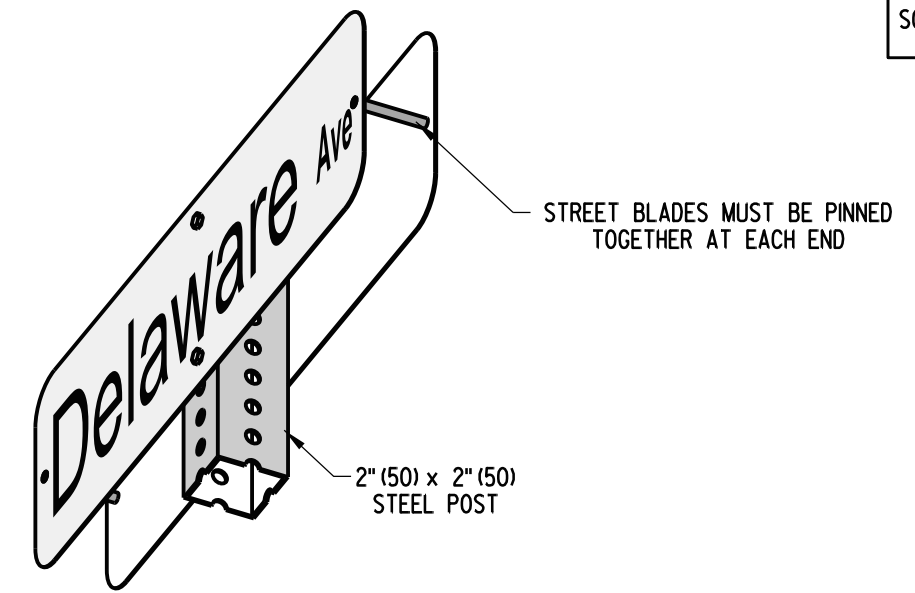
APPROVED *Carolann Wick* 12/15/05
CHIEF ENGINEER DATE

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

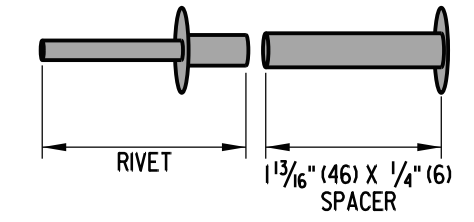
SQUARE POST SHALL NOT BE LESS THAN 2" (50) x 2" (50) WITH A WALL THICKNESS OF 0.1092" (2.77)



BREAK-AWAY ASSEMBLY



TYPICAL ASSEMBLY

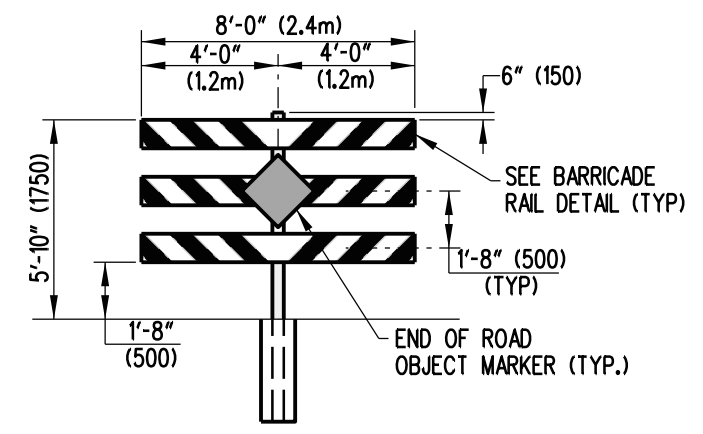


PIN ASSEMBLY

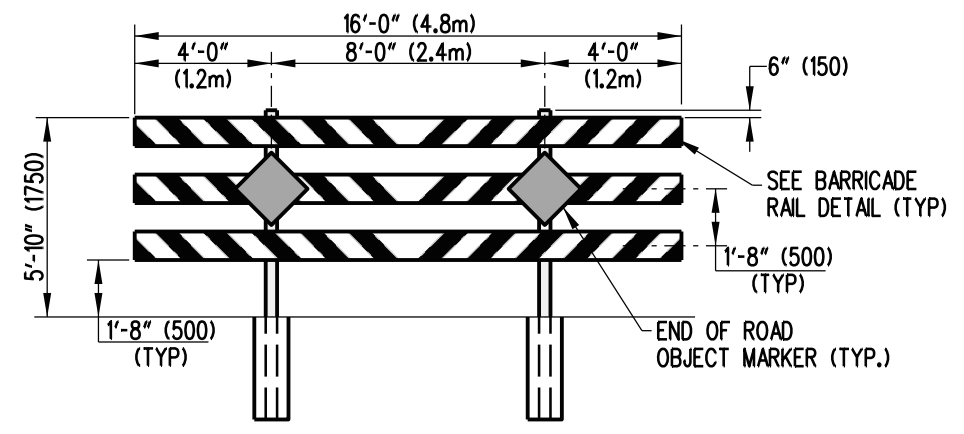
NOTE: THE PIN ASSEMBLY IS TO BE USED WITH THE INSTALLATION OF BACK TO BACK STREET BLADE SIGNS WITH 6" (150) LETTERS.

NOTES:

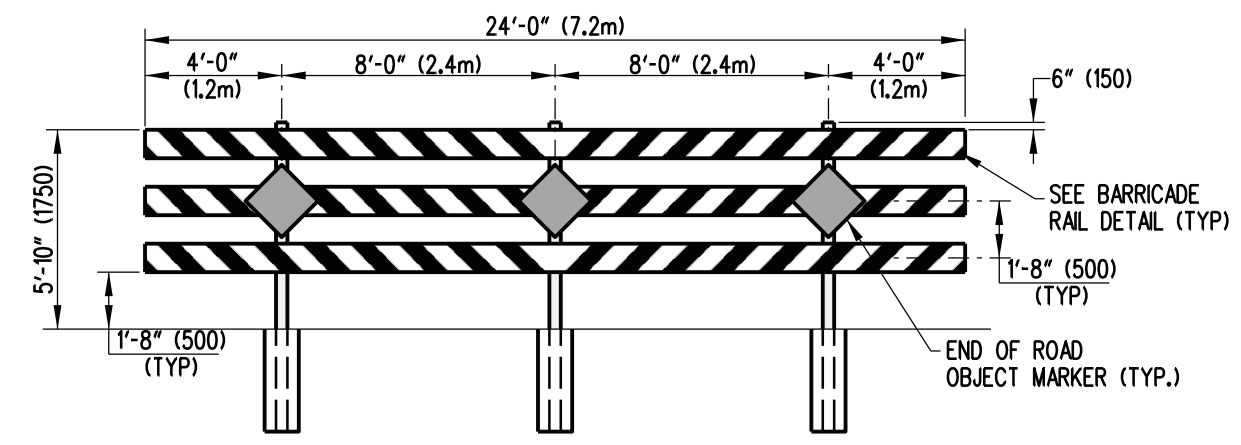
- 1). SQUARE TUBES ARE TO BE FORMED FROM GALVANIZED SHEET STRUCTURAL (PHYSICAL) QUALITY, ASTM A 446, GRADE A, COATING DESIGNATION G 90, REGULAR SPANGLE, OR HOT ROLLED CARBON SHEET STEEL STRUCTURAL (PHYSICAL) QUALITY, ASTM A 57, GRADE 33.
- 2). NOMINAL OUTSIDE DIMENSIONS ARE AS FOLLOWS:
 - A). 2" (50) 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.



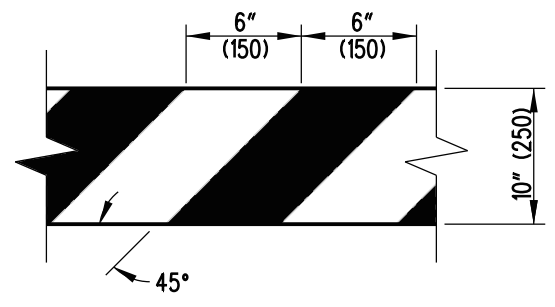
1-POST PERMANENT WOOD BARRICADE DETAIL



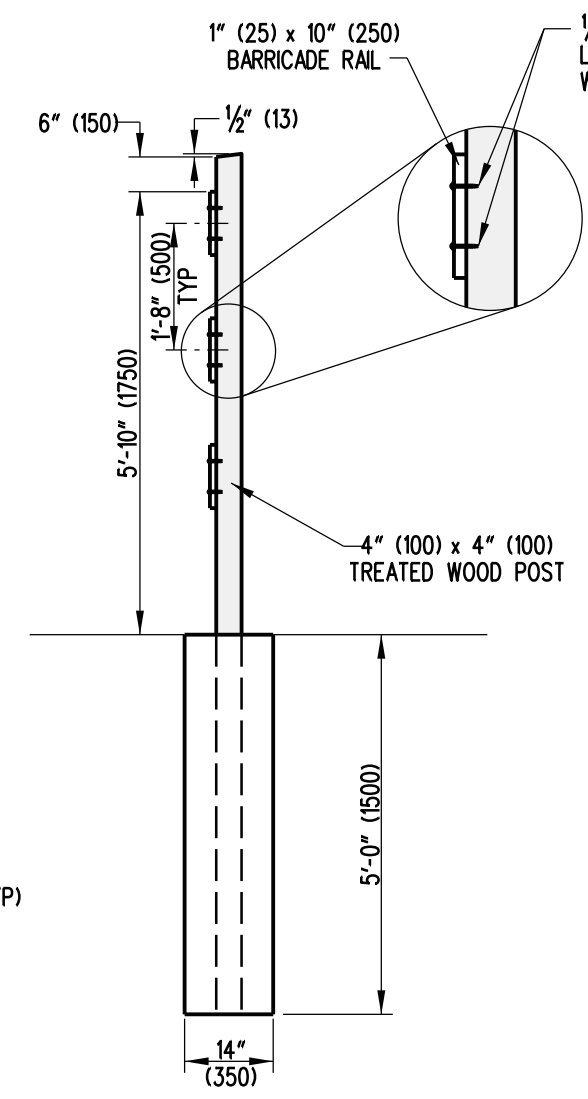
2-POST PERMANENT WOOD BARRICADE DETAIL



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.