

SECTION I - BARRIER

SHEET NO. NAME

| | |
|-------------|---|
| B-L (2001) | – BARRIER LEGEND |
| B-I | – GUARDRAIL APPLICATIONS |
| | (2002) - 1 PLANS - (TYPE 1, TYPE 2, AND TYPE 3) |
| | (2004) - 2 ELEVATIONS AND SPLICE DETAIL |
| | (2002) - 3 SECTION VIEWS |
| | (2002) - 4 GRADING FOR GUARDRAIL END TREATMENT, TYPE 1 |
| | (2002) - 5 GRADING FOR GUARDRAIL END TREATMENT, TYPE 2 |
| | (2002) - 6 GRADING FOR GUARDRAIL END TREATMENT, TYPE 3 |
| B-2 (2002) | – GUARDRAIL OVER CULVERTS, TYPE 1 |
| B-3 (2002) | – GUARDRAIL OVER CULVERTS, TYPE 2 |
| B-4 (2001) | – CURVED GUARDRAIL SECTION |
| B-5 (2002) | – END ANCHORAGE |
| B-6 | – BURIED END SECTION |
| | (2002) - 1 BURIED END SECTION |
| | (2002) - 2 BURIED END SECTION |
| | (2002) - 3 POST, CONCRETE BLOCK, & RUBRAIL ANCHOR DETAILS |
| B-7 | – GUARDRAIL TO BARRIER CONNECTION, APPROACH TYPE 1 |
| | (2002) - 1 PLAN, ELEVATION, AND SECTIONS |
| | (2001) - 2 WOOD BLOCKOUT, RUB RAIL WOOD BLOCKS, BEARING PLATE, RUB RAIL TO BARRIER CONNECTION DETAILS |
| | (2001) - 3 BENT PLATE RUB RAIL DETAILS |
| B-8 | – GUARDRAIL TO BARRIER CONNECTION, APPROACH TYPE 2 |
| | (2002) - 1 PLAN, ELEVATION, AND SECTIONS |
| | (2001) - 2 NOTES, BENT RAIL DETAILS, BLOCK SCHEDULE |
| B-9 (2002) | – GUARDRAIL TO BARRIER CONNECTION, EXIT TYPE |
| B-10 (2002) | – BRIDGE RAIL RETROFIT, TYPE 1 |
| B-II | – BRIDGE RAIL RETROFIT, TYPE 2 |
| | (2002) - 1 PLAN, SECTION A-A, BASE PLATE DETAIL |
| | (2001) - 2 BASE PLATE DETAIL AND STEEL GUARDRAIL POST |
| B-12 (2001) | – BRIDGE RAIL RETROFIT, TYPE 3 |
| B-13 | – HARDWARE |
| | (2004) - 1 W-BEAM DETAILS |
| | (2004) - 2 W-BEAM STEEL POST AND OFFSET BLOCK |
| | (2004) - 3 W-BEAM TERMINAL CONNECTOR |
| | (2004) - 4 THRIE BEAM DETAILS |
| | (2004) - 5 THRIE BEAM STEEL POST AND OFFSET BLOCK |
| | (2004) - 6 W-THRIE BEAM TRANSITION SECTION |
| | (2004) - 7 WOOD BLOCK, SOIL PLATE, SHORT WOOD BREAKAWAY POST, STEEL TUBE, LONG WOOD BREAKAWAY POST |
| | (2004) - 8 SWAGED CABLE AND RELATED HARDWARE ASSEMBLY |
| | (2004) - 9 REFLECTORIZED WASHER AND BEARING PLATE DETAIL |
| | (2004) - 10 GUARDRAIL BOLT & RECESSED NUT |
| | (2004) - II 5/8" (16) HEX BOLT, HEX NUT, & STEEL WASHER, HIGH-STRENGTH STRUCTURAL HEX BOLT & HEX NUT |
| | (2004) - 12 15/16" (24) HEX NUT & STEEL WASHER, 5/8" (16) CARRIAGE BOLT, HEX NUT, & STEEL WASHER |
| | (2004) - 13 GUARDRAIL MOUNTED RAIL •DETAIL ON HOLD• |
| B-14 | – CONCRETE SAFETY BARRIER (F SHAPE) |
| | (2001) - 1 TYPICAL CAST IN PLACE OR SLIP FORM CONSTRUCTION |
| | (2001) - 2 TYPICAL PRE-CAST CONSTRUCTION |
| | (2001) - 3 SLOTTED PLATE CONNECTION DETAILS |



SECTION I - BARRIER (CONT'D)

| SHEET NO. | NAME |
|------------|---|
| B-15 | — PORTABLE CONCRETE SAFETY BARRIER (F SHAPE) |
| (2001) - 1 | PLAN, ELEVATION, AND SECTION VIEW •DETAIL DELETED - SEE SPECIFICATIONS• |
| (2001) - 2 | CURVE SECTION •DETAIL DELETED - SEE SPECIFICATIONS• |
| (2001) - 3 | TAPERED END SECTION •DETAIL DELETED - SEE SPECIFICATIONS• |
| (2001) - 4 | TYPICAL REINFORCEMENT DETAILS •DETAIL DELETED - SEE SPECIFICATIONS• |
| (2001) - 4 | JOINT CONNECTION DETAILS •DETAIL DELETED - SEE SPECIFICATIONS• |

SECTION II - CURB & GUTTER

| SHEET NO. | NAME |
|------------|---|
| C-1 (2004) | — P.C.C. CURB, P.C.C. CURB & GUTTER, AND HOT-MIX CURB |
| C-2 | — CURB RAMPS |
| (2004) - 1 | TYPE 1 |
| (2004) - 2 | TYPES 2, 3, & 4 |
| (2004) - 3 | SECTIONS FOR TYPES 2, 3, & 4 |
| (2004) - 4 | TYPE 5 |
| C-3 (2001) | — ENTRANCES |
| C-4 | — CURB OPENINGS |
| (2001) - 1 | TYPES A, B, & C |
| (2001) - 2 | TYPES D & E |
| (2001) - 3 | TYPES F & G |

SECTION III - DRAINAGE

| SHEET NO. | NAME |
|------------|--|
| D-1 | — 6:1 SAFETY END STRUCTURE |
| (2001) - 1 | DETAIL VIEWS |
| (2001) - 2 | SCHEDULES |
| D-2 | — 10:1 SAFETY END STRUCTURE |
| (2001) - 1 | DETAIL VIEWS |
| (2001) - 2 | SCHEDULES |
| D-3 (2001) | — SAFETY END STRUCTURE GRATE |
| D-4 (2002) | — INLET BOX DETAILS |
| D-5 | — DRAINAGE INLET DETAILS |
| (2002) - 1 | DRAINAGE INLET ASSEMBLY |
| (2002) - 2 | DRAINAGE INLET FRAME AND GRATES |
| (2004) - 3 | DRAINAGE INLET TOP UNITS |
| (2002) - 4 | DRAINAGE INLET COVER SLAB DETAILS |
| (2002) - 5 | DOUBLE INLET COVER SLAB DETAILS |
| (2004) - 6 | DRAINAGE INLET 34" (865) x 24" (610) DETAILS |
| (2002) - 7 | DRAINAGE INLET 34" (865) x 18" (455) DETAILS |
| (2002) - 8 | LAWN INLET DETAIL |



SECTION III - DRAINAGE (CONT'D)

| SHEET NO. | NAME |
|------------|------------------------------------|
| D-6 | — MANHOLE DETAILS |
| | (2001) - 1 BOX MANHOLE ASSEMBLY |
| | (2001) - 2 ROUND MANHOLE ASSEMBLY |
| | (2001) - 3 MANHOLE FRAME AND COVER |
| | (2002) - 4 BOX MANHOLE COVER SLAB |
| D-7 | — JUNCTION BOX DETAILS |
| | (2002) - 1 JUNCTION BOX ASSEMBLY |
| | (2002) - 2 JUNCTION BOX COVER SLAB |
| D-8 (2001) | — PIPE BEDDING |
| D-9 (2004) | — PERFORATED PIPE UNDERDRAIN |

SECTION IV - EROSION

| SHEET NO. | NAME |
|-------------|---|
| E-1 (2001) | — INCREMENTAL STABILIZATION |
| E-2 (2001) | — SILT FENCE |
| E-3 (2001) | — DRAINAGE INLET SEDIMENT CONTROL |
| E-4 (2001) | — CURB INLET SEDIMENT CONTROL |
| E-5 (2001) | — STONE CHECK DAM |
| E-6 (2001) | — SEDIMENT TRAP |
| E-7 (2001) | — SEDIMENT TRAP, USING DRAINAGE INLET AS OUTLET |
| E-8 | — RISER PIPE ASSEMBLY FOR SEDIMENT TRAP |
| | (2001) - 1 ELEVATION |
| | (2001) - 2 TRASH HOOD DETAILS |
| E-9 (2001) | — EROSION CONTROL BLANKET APPLICATIONS |
| E-10 (2001) | — RIPRAP DITCH |
| E-11 (2001) | — TEMPORARY SWALE |
| E-12 (2001) | — PERIMETER DIKE/SWALE |
| E-13 (2001) | — EARTH DIKE |
| E-14 (2001) | — TEMPORARY SLOPE DRAIN |
| E-15 (2001) | — STILLING WELL |
| E-16 (2001) | — SUMP PIT, TYPE 1& 2 |
| E-17 (2001) | — DEWATERING BASIN |
| E-18 (2001) | — GEOTEXTILE-LINED CHANNEL DIVERSION |
| E-19 (2001) | — SANDBAG DIVERSION |
| E-20 (2001) | — SANDBAG DIKE |
| E-21 (2001) | — STABILIZED CONSTRUCTION ENTRANCE |
| E-22 (2001) | — SKIMMER DEWATERING DEVICE |
| E-23 | — TURBIDITY CURTAIN |
| | (2001) - 1 FLOATING TURBIDITY CURTAIN |
| | (2001) - 2 STAKED TURBIDITY CURTAIN |
| E-24 (2001) | — PORTABLE SEDIMENT TANK |
| E-25 (2001) | — TURF REINFORCEMENT MAT APPLICATIONS |



SECTION V - MISCELLANEOUS

| SHEET NO. | NAME |
|------------|---|
| M-1(2001) | — RIGHT-OF-WAY FENCE |
| M-2 (2001) | — CONCRETE MONUMENT |
| M-3 (2004) | — REMOVABLE BOLLARD |
| M-4 (2004) | — BIKE RACK |
| M-5 (2004) | — WOOD RAIL FENCE |
| M-6 (2004) | — PATTERNED HOT-MIX OR CONCRETE & BRICK PAVER |

SECTION VI - PAVEMENT

| SHEET NO. | NAME |
|-----------|---|
| P-1 | — P.C.C. PAVEMENT |
| | (2001) - 1 SLAB PLAN (WITH DOWEL AND TIE LOCATIONS) |
| | (2004) - 2 JOINT AND SEALANT DETAILS |
| | (2001) - 3 W BOLT, HOOK BOLT, DOWEL & TIE BAR |
| | (2001) - 4 DOWEL SUPPORT BASKET |
| | (2001) - 5 DOWEL & TIE BAR PLACEMENT TOLERANCES |
| P-2 | — P.C.C. PAVEMENT PATCHING |
| | (2001) - 1 FULL DEPTH PATCH, PLAN VIEW |
| | (2004) - 2 FULL DEPTH PATCH, SECTION VIEWS |
| | (2004) - 3 FULL DEPTH PATCH, SEALANT DETAILS, GROUT RETENTION DISK, AND DOWEL BAR |
| | (2001) - 4 FULL DEPTH PATCH, DOWEL BAR PLACEMENT TOLERANCES |
| | (2001) - 5 PARTIAL DEPTH PATCH, PLAN AND SECTION VIEWS |

SECTION VII - TRAFFIC

| SHEET NO. | NAME |
|-------------|---|
| T-1 (2002) | — CONDUIT JUNCTION WELL, TYPES 1,2, AND 3 |
| T-2 (2002) | — CONDUIT JUNCTION WELL, TYPE 4 |
| T-3 (2002) | — CONDUIT JUNCTION WELL, TYPE 5 |
| T-4 (2004) | — CABINET BASES (TYPES "M" AND "P") |
| T-5 | — POLE BASES |
| | (2002) - 1 ROUND BASE, SQUARE BASE |
| | (2002) - 2 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) |
| | (2002) - 3 TYPICAL SECTION (BASES 5 AND 6), ANCHOR BOLT DATA CHART AND DETAILS |
| T-6 (2002) | — SPECIAL POLE BASE |
| T-7 (2002) | — SIGN FOUNDATION |
| T-8 (2002) | — LOOP DETECTOR TO CONDUIT JUNCTION WELL CONNECTION |
| T-9 (2004) | — TYPE #1 LOOP DETECTOR |
| T-10 (2004) | — TYPE #2 LOOP DETECTOR |



SECTION VII - TRAFFIC (CONT'D)

| SHEET NO. | NAME |
|-----------|---|
| T-II | — MESSENGER WIRE ATTACHMENT (2004) - 1 INTERMEDIATE MESSENGER WIRE ATTACHMENT ON WOOD POLES (2004) - 2 ANGULAR INTERMEDIATE MESSENGER WIRE ATTACHMENT |
| T-I2 | — MESSENGER WIRE ATTACHMENT (2004) - 1 SPAN WIRE ATTACHMENT BETWEEN POLES (2004) - 2 DEAD END MESSENGER WIRE ATTACHMENT |
| T-I3 | — CONDUIT JUNCTION WELLS (2004) - 1 TYPE 4 (2004) - 2 TYPE 7 (2004) - 3 TYPES 8 & 10 |
| T-I4 | — EMERGENCY PREEMPTION RECEIVER (2004) - 1 UPRIGHT MOUNT (2004) - 2 INVERTED MOUNT |



| BARRIER LEGEND | |
|----------------|---|
| ITEM NO. | DESCRIPTION |
| ① | W-BEAM |
| ② | W6 X 9 (W150 x 13.5) STEEL POST |
| ③ | WOOD OFFSET BLOCK |
| ④ | SPLICE - REQUIRES EIGHT(8) 5/8" (16) GUARDRAIL BOLTS (L=1 1/4" (35)) WITH RECESS NUTS, AND ONE(1) 5/8" (16) GUARDRAIL BOLT (L=10" (255)) WITH RECESS NUT. |
| ⑤ | W-BEAM TERMINAL CONNECTOR |
| ⑥ | 5/8" (16) GUARDRAIL BOLT (L=1 1/4" (35)) AND RECESS NUT |
| ⑦ | 5/8" (16) GUARDRAIL BOLT (L=10" (255)) AND RECESS NUT |
| ⑧ | 5/8" (16) GUARDRAIL BOLT (L=10" (255)), STEEL WASHER, AND RECESS NUT |
| ⑨ | 7/8" (22) HIGH STRENGTH STRUCTURAL HEX BOLT (L=VARIES) AND HEX NUT |
| ⑩ | 5/8" (16) CARRIAGE BOLT (L=VARIES), STEEL WASHER, AND HEX NUT |
| ⑪ | BEARING PLATE |



DELAWARE
DEPARTMENT OF TRANSPORTATION

BARRIER LEGEND

STANDARD NO.

B-L (2001)

SHT.

1

OF

1

APPROVED

Ryan M. Harkins
CHIEF ENGINEER

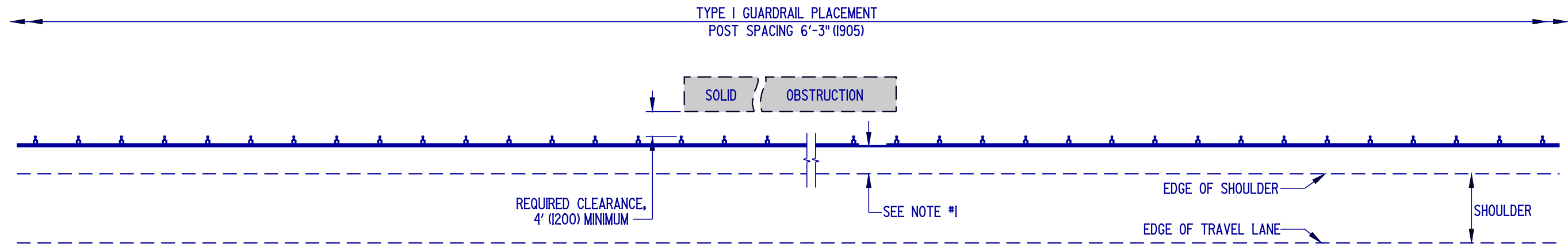
6/18/01
DATE

RECOMMENDED

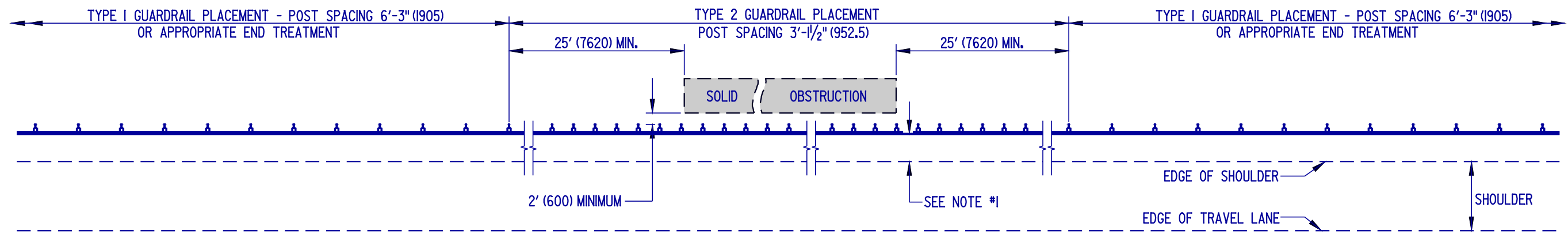
Muhammad Alghamdi
DESIGN ENGINEER

6/18/01
DATE

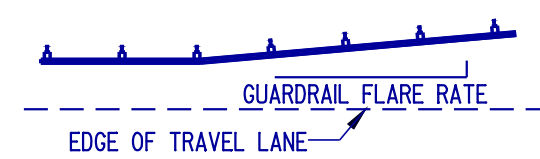
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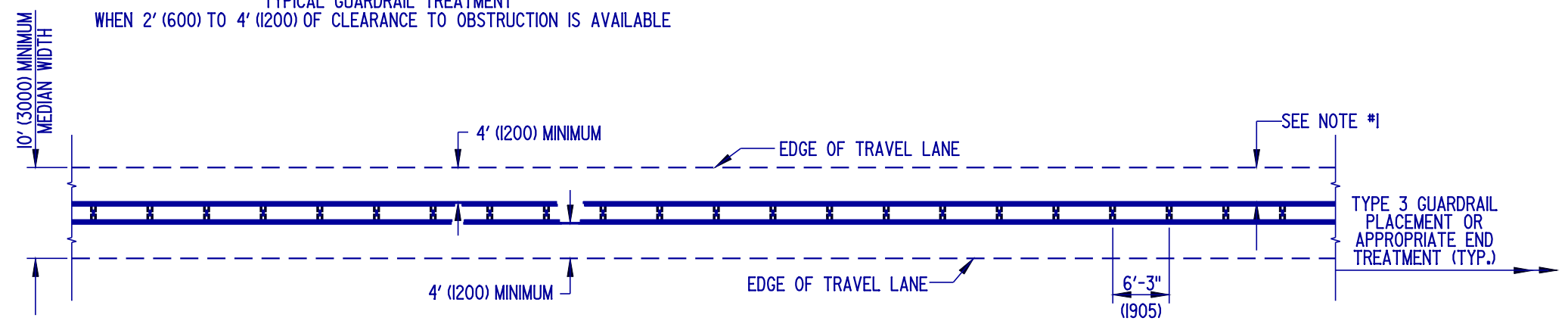
TYPE 1 GUARDRAIL
TYPICAL GUARDRAIL TREATMENT
WHEN THE REQUIRED 4' (1200) CLEARANCE TO OBSTRUCTION IS AVAILABLE



TYPE 2 GUARDRAIL
TYPICAL GUARDRAIL TREATMENT
WHEN 2' (600) TO 4' (1200) OF CLEARANCE TO OBSTRUCTION IS AVAILABLE



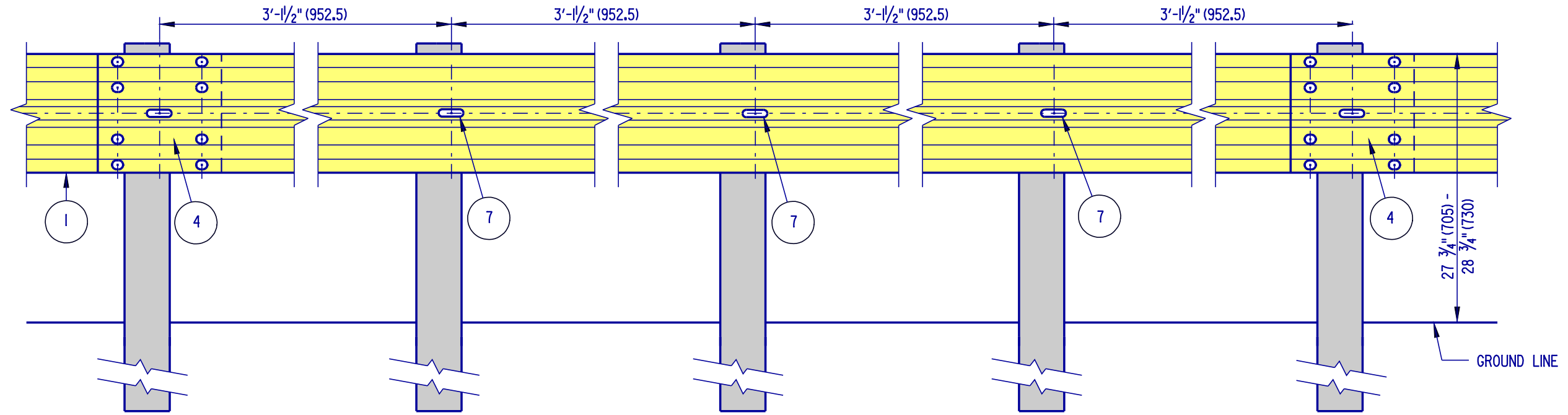
| FLARE RATES | |
|-------------------|------------|
| DESIGN SPEED | FLARE RATE |
| 70 MPH (110 km/h) | 15:1 |
| 60 MPH (100 km/h) | 14:1 |
| 55 MPH (90 km/h) | 12:1 |
| 50 MPH (80 km/h) | 11:1 |
| 45 MPH (70 km/h) | 10:1 |
| 40 MPH (60 km/h) | 9:1 |
| 30 MPH (50 km/h) | 7:1 |



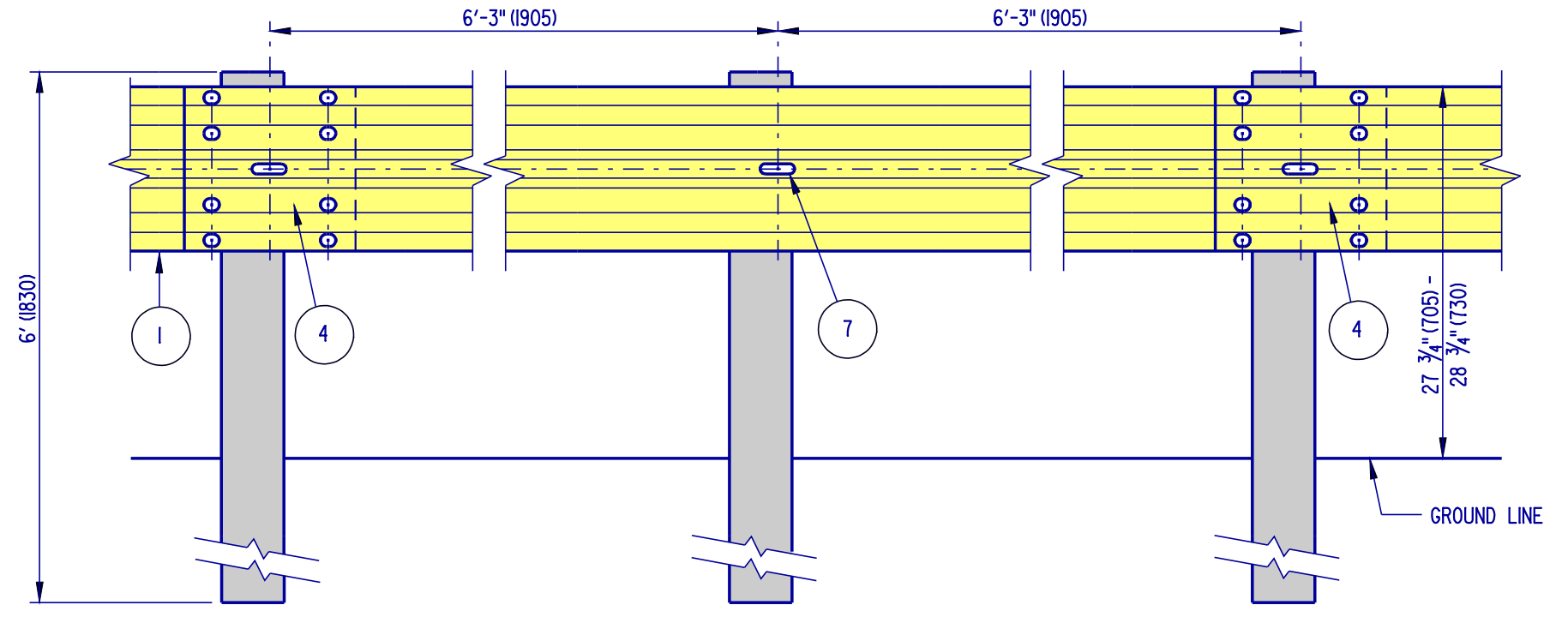
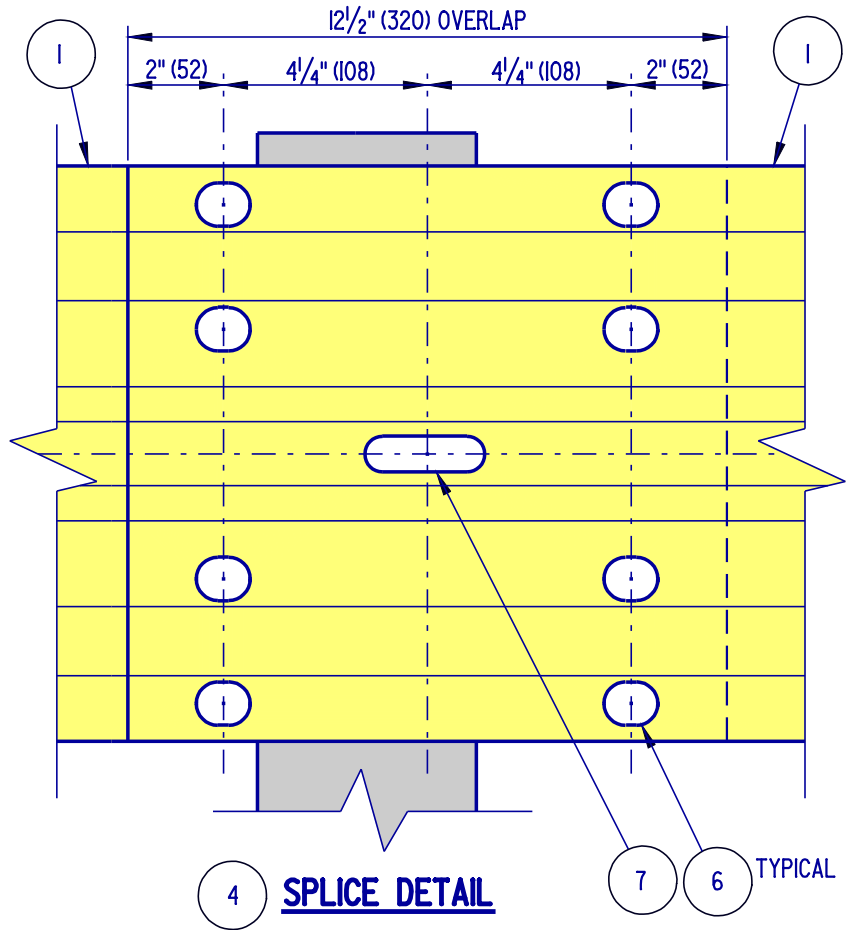
TYPE 3 GUARDRAIL
TYPICAL GUARDRAIL TREATMENT WHEN A MINIMUM OF 10' (3000) IS AVAILABLE FOR MEDIAN

NOTES : 1). THE DISTANCE FROM THE EDGE OF THE TRAVEL LANE OR SHOULDER TO THE FACE OF GUARDRAIL SHOULD BE MAXIMIZED. THIS AREA SHALL BE GRADED 10:1 OR FLATTER.
2). PLACE GUARDRAIL REFLECTOR EVERY FIFTH POST.

SCALE : N.T.S.

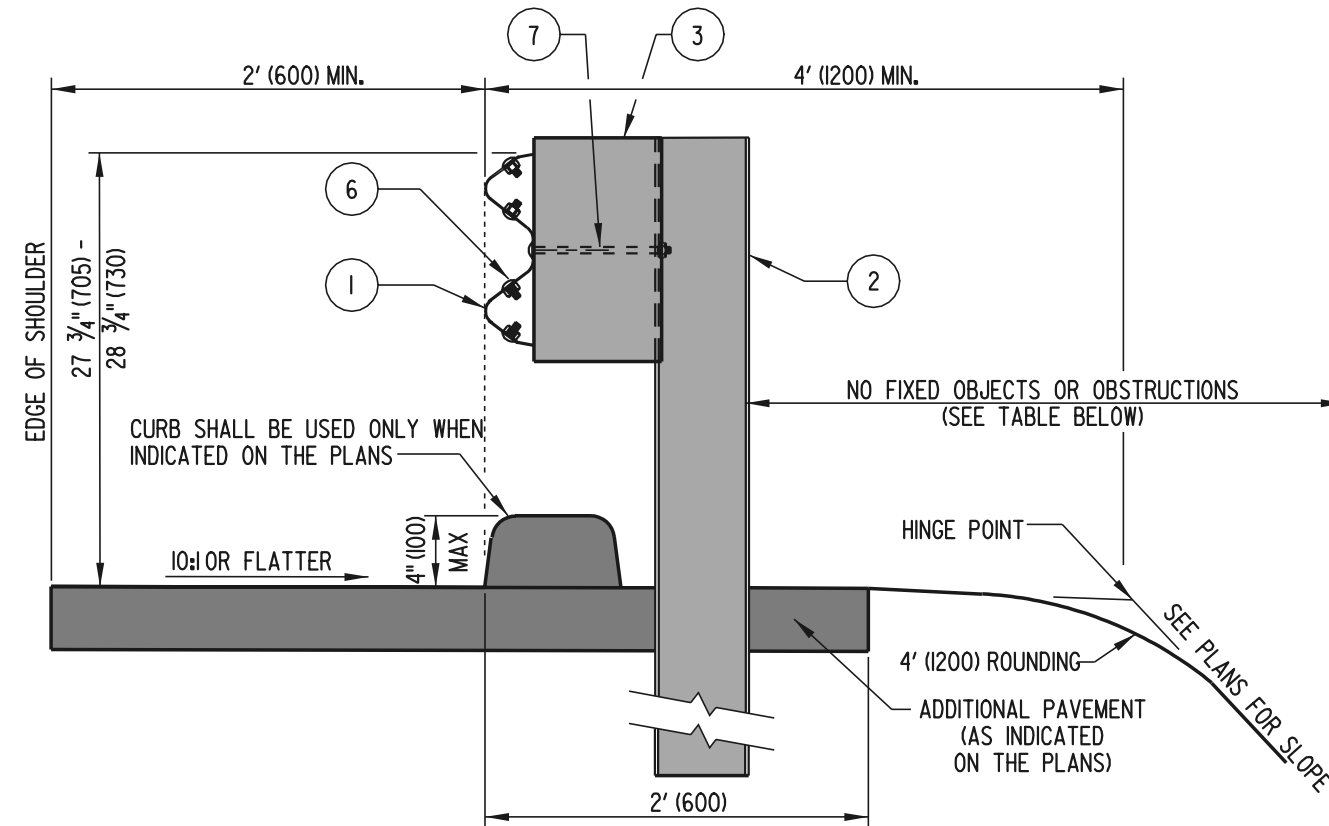


TYPE 2



TYPE 10R 3

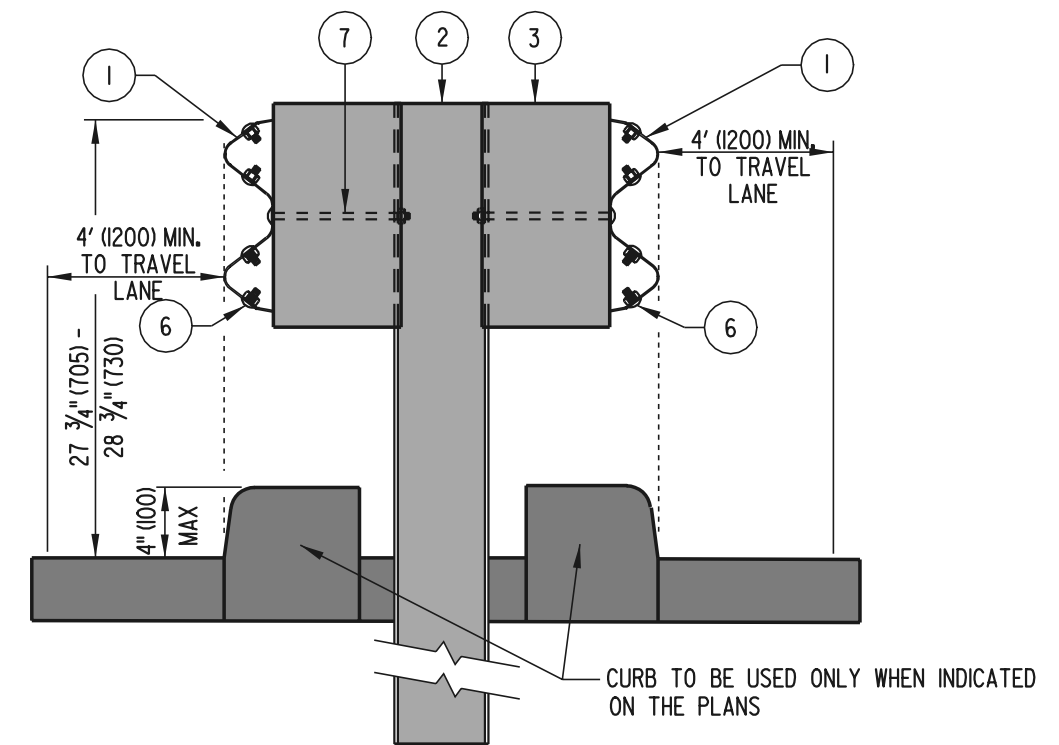
NOTE : OVERLAP W-BEAMS IN DIRECTION OF TRAVEL.



GUARDRAIL SECTION (RURAL SHOULDER APPLICATION)

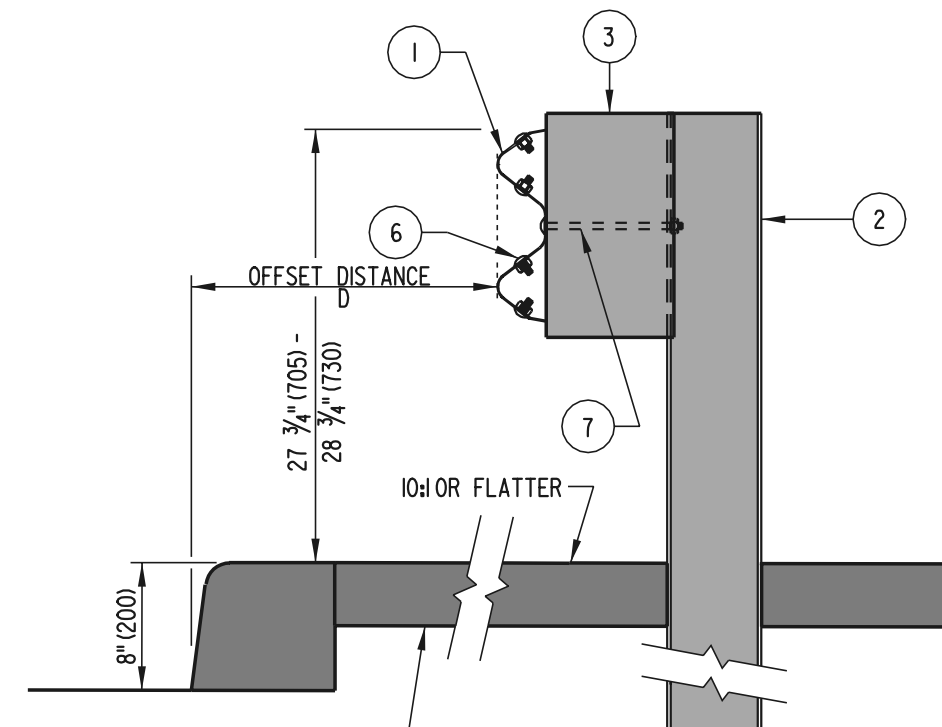
| TYPE | POST SPACING | CLEAR AREA BEHIND POST |
|------|----------------|---------------------------|
| 1 | 6' 3" (1905) | 4' (1200) MIN |
| 2 | 3' 1½" (952.5) | 2' (600) MIN |

| DESIGN SPEED | D |
|--------------------|------------|
| < 50 MPH (80 km/h) | 6' (1800) |
| ≥ 50 MPH (80 km/h) | 10' (3000) |



GUARDRAIL SECTION

(MEDIAN APPLICATION)



GUARDRAIL SECTION (URBAN SHOULDER APPLICATION)



DELAWARE
DEPARTMENT OF TRANSPORTATION

GUARDRAIL APPLICATIONS

STANDARD NO. B-1 (2002)

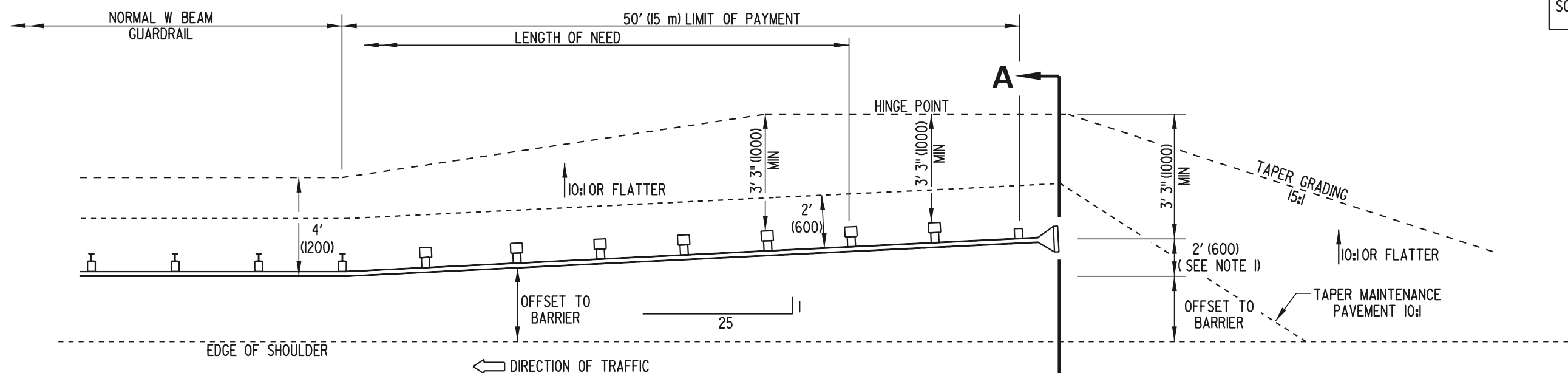
SHT. 3 OF 6

APPROVED *Carola*
CHIEF ENGINEER

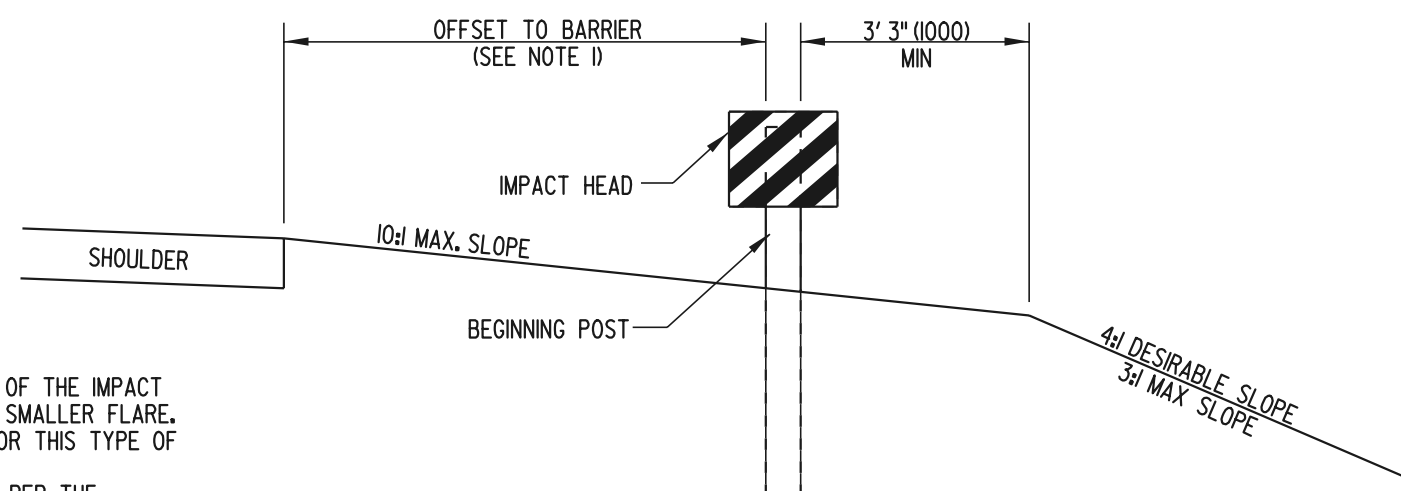
RECOMMENDED 
DESIGN ENGINEER

DATE 9/6/02

DATE 8/19/02



PLAN VIEW



SECTION A-A

NOTES:

1. FLARE THE END TREATMENT AT 25:1 BEGINNING 50' (15 m) FROM THE END OF THE IMPACT HEAD, UNLESS THE CONSTRUCTION PLANS OR SPECIFICATIONS SPECIFY A SMALLER FLARE.
2. THIS DETAIL WAS SOLELY CREATED TO SHOW THE GRADING REQUIRED FOR THIS TYPE OF ATTENUATOR.
3. THE GUARDRAIL END TREATMENT ATTENUATOR SHALL BE INSTALLED AS PER THE MANUFACTURER'S AND THE DEPARTMENT OF TRANSPORTATION'S SPECIFICATIONS.

GRADING FOR GUARDRAIL END TREATMENT ATTENUATOR, TYPE 1



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

GUARDRAIL APPLICATIONS

STANDARD NO. B-1 (2002)

SHT. 4 OF 6

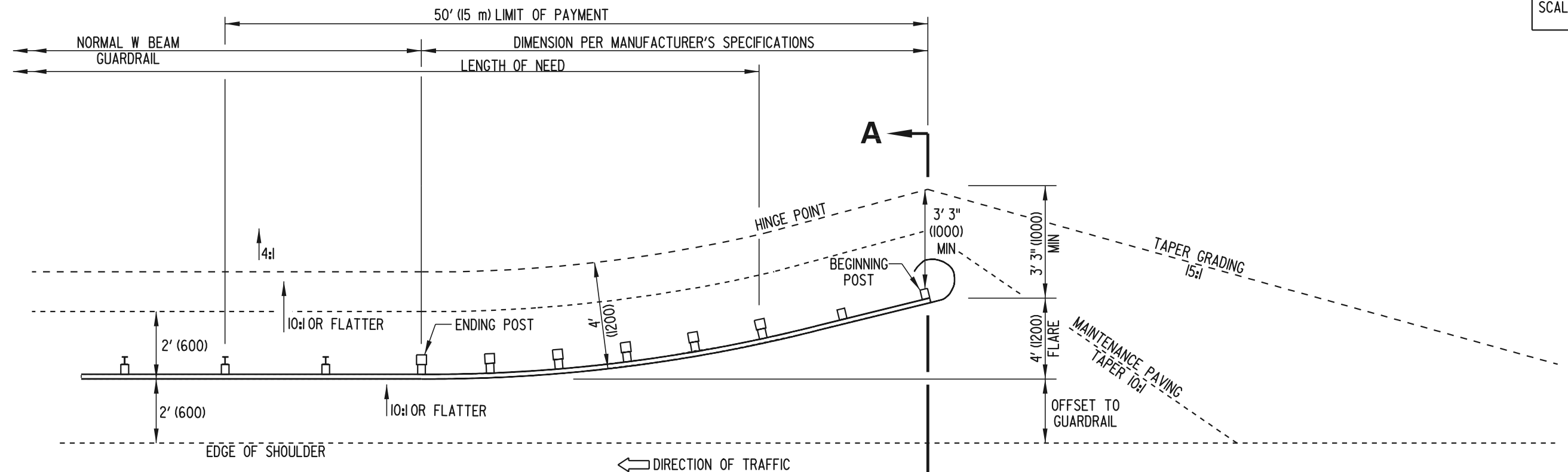
APPROVED

Caroleen Wicks **9/6/02**
CHIEF ENGINEER DATE

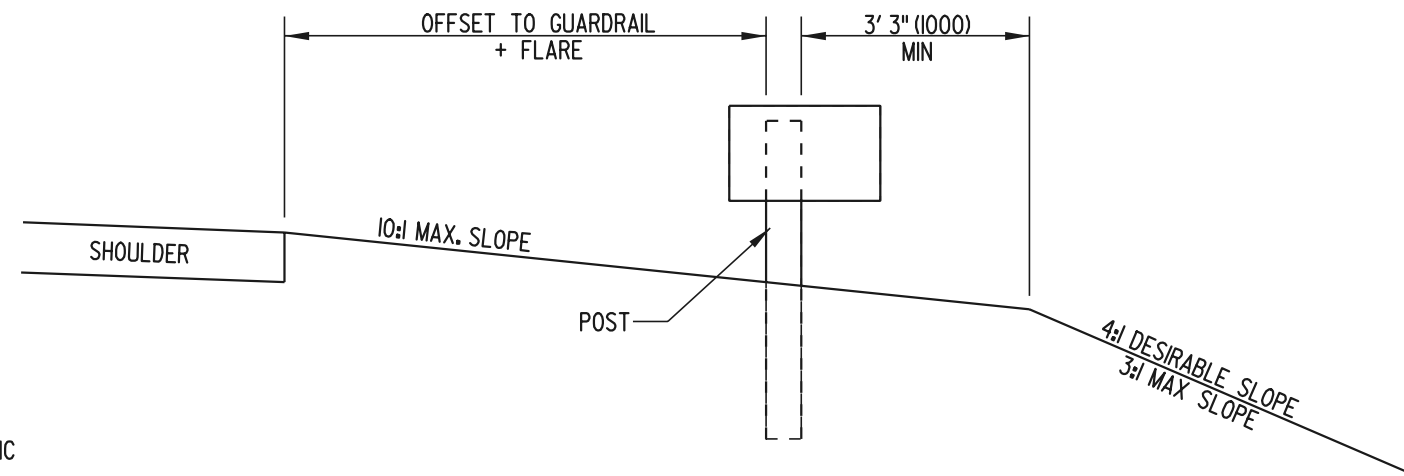
RECOMMENDED

Theresa Delph **9/19/02**
DESIGN ENGINEER DATE

SCALE :



PLAN VIEW



SECTION A-A

GRADING FOR GUARDRAIL END TREATMENT ATTENUATOR, TYPE 2

NOTES:

1. FLARE SHALL BE 4' (1200) UNLESS THE CONSTRUCTION PLANS OR SPECIFICATIONS SPECIFY A SMALLER FLARE. FLARE MAY BE PARABOLIC OR STRAIGHT BASED ON MANUFACTURE'S SPECIFICATIONS.
2. THIS DETAIL WAS SOLELY CREATED TO SHOW THE GRADING REQUIRED FOR THIS TYPE OF ATTENUATOR. THE GUARDRAIL END TREATMENT ATTENUATOR SHALL BE INSTALLED AS PER THE MANUFACTURER'S AND THE DEPARTMENT OF TRANSPORTATION'S SPECIFICATIONS.



DELAWARE
DEPARTMENT OF TRANSPORTATION

GUARDRAIL APPLICATIONS

STANDARD NO.

B-1 (2002)

SHT. 5

OF 6

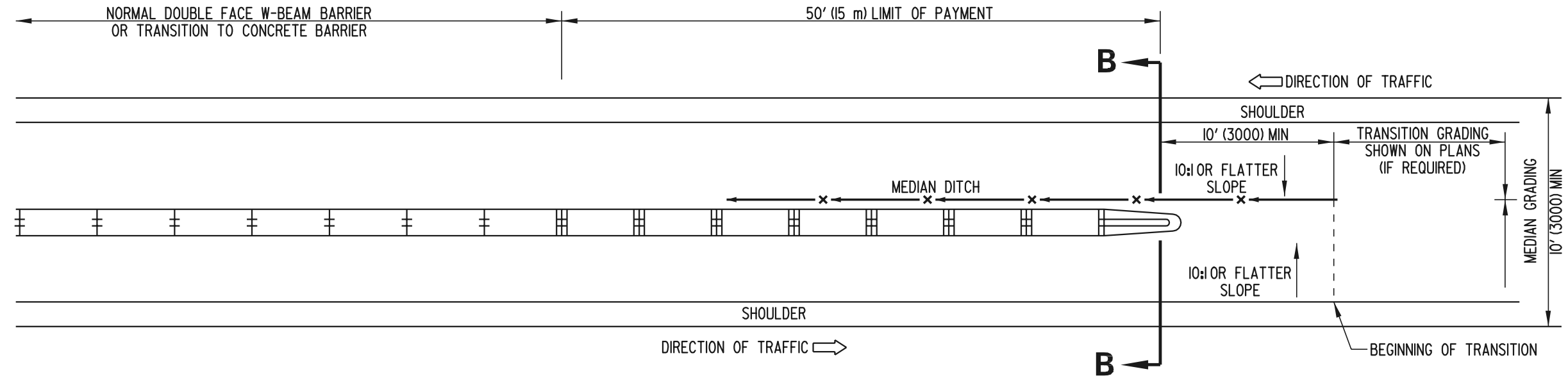
APPROVED

Caution Wicks 9/6/02
CHIEF ENGINEER DATE

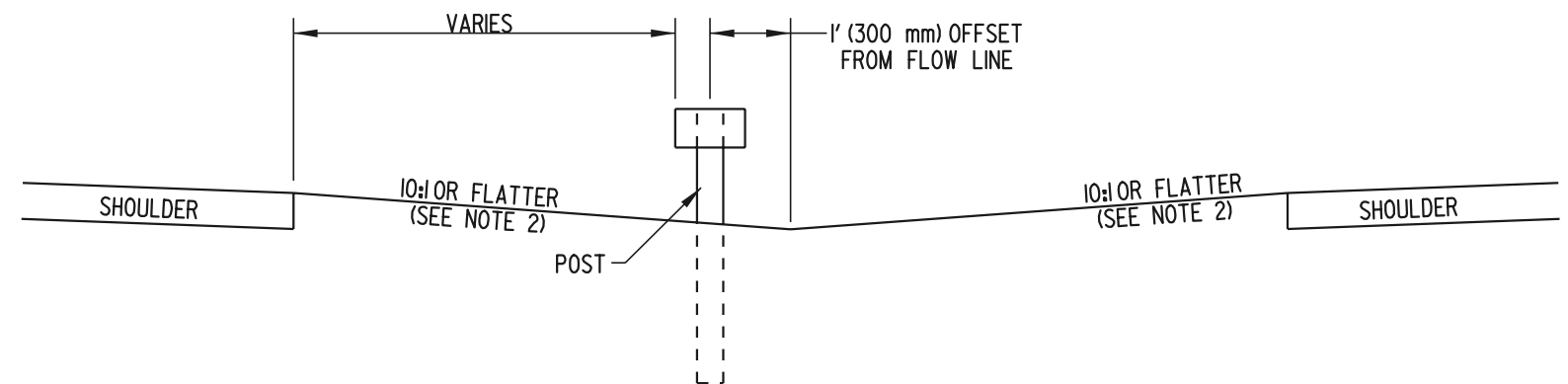
RECOMMENDED

Theresa Delph 8/19/02
DESIGN ENGINEER DATE

SCALE :



PLAN VIEW



SECTION B-B

GRADING FOR END TREATMENT ATTENUATOR, TYPE 3

NOTES:

1. THIS DETAIL WAS SOLELY CREATED TO SHOW THE GRADING REQUIRED FOR THIS TYPE OF ATTENUATOR.
2. 6:1 OR FLATTER GRADING IS ALLOWABLE WHEN THE BARRIER IS LOCATED 12' (3650 mm) OR MORE FROM THE OUTSIDE EDGE OF THE SHOULDER.
3. THIS END TREATMENT CAN ALSO BE USED IN RAMP GOES OR OTHER AREAS WHERE 2 RAILS OF W-BEAM COME TOGETHER AND TERMINATE WITH ONE END TREATMENT.
4. WHEN OPPOSING ROADWAYS HAVE EQUAL ELEVATIONS THE TRAFFIC BARRIER SYSTEM SHOULD BE PLACED ON THE OPPOSITE SIDE OF THE DITCH LINE FROM APPROACHING TRAFFIC.
5. THE GUARDRAIL END TREATMENT ATTENUATOR SHALL BE INSTALLED AS PER THE MANUFACTURER'S AND THE DEPARTMENT OF TRANSPORTATION'S SPECIFICATIONS.



DELAWARE
DEPARTMENT OF TRANSPORTATION

GUARDRAIL APPLICATIONS

STANDARD NO.

B-1 (2002)

SHT. 6

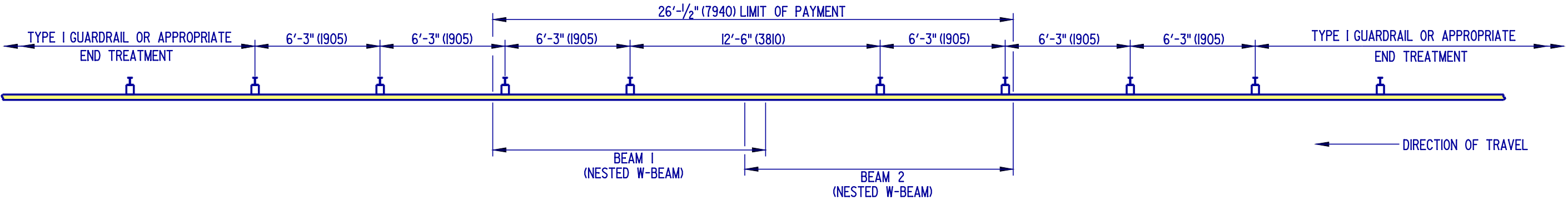
OF 6

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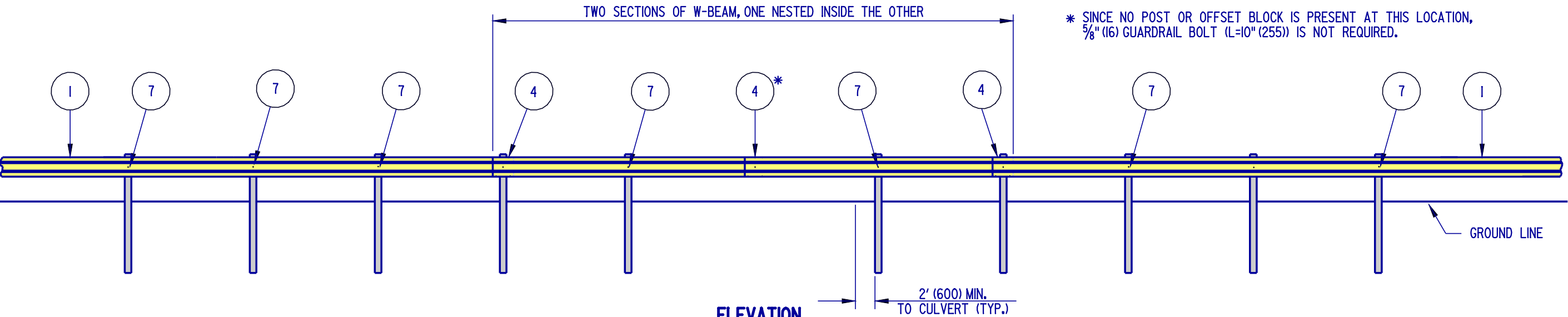
Caution Wicks 9/6/02
CHIEF ENGINEER DATE

RECOMMENDED

Theresa Delph 8/19/02
DESIGN ENGINEER DATE



PLAN



NOTES :1). ALL W-BEAMS ARE 13'-6 1/2" (4130) IN LENGTH.
2). PLACE GUARDRAIL REFLECTOR EVERY FIFTH POST.



DELAWARE
DEPARTMENT OF TRANSPORTATION

GUARDRAIL OVER CULVERTS, TYPE 1

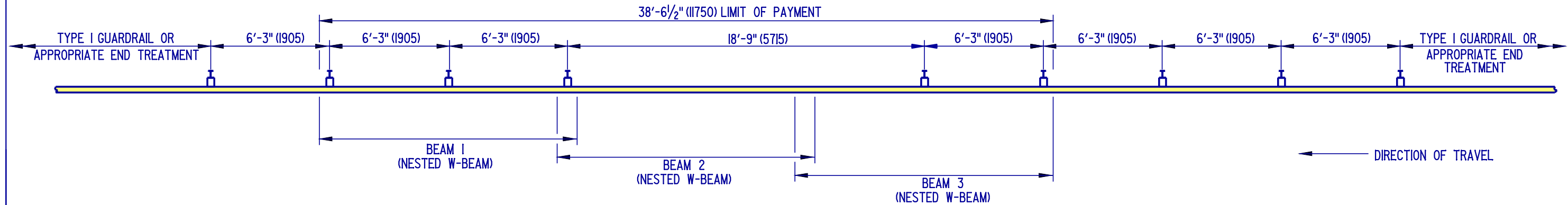
STANDARD NO. B-2 (2004)

SHT. 1 OF 1

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

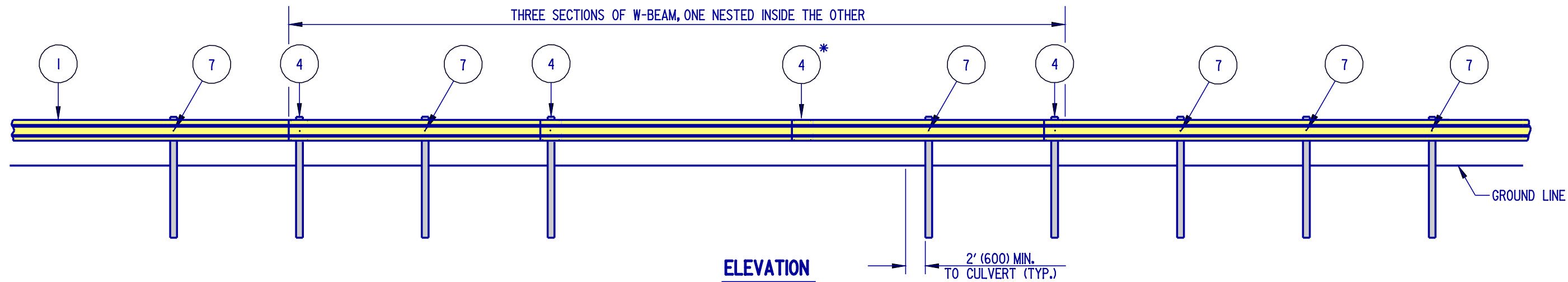
RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE

SCALE : N.T.S.



PLAN

* SINCE NO POST OR OFFSET BLOCK IS PRESENT AT THIS LOCATION, 5/8" (16) GUARDRAIL BOLT (L=10" (255)) IS NOT REQUIRED.



ELEVATION

NOTES : 1). ALL W-BEAMS ARE 13'-6 1/2" (4130) IN LENGTH.
2). PLACE GUARDRAIL REFLECTOR EVERY FIFTH POST.



DELAWARE
DEPARTMENT OF TRANSPORTATION

GUARDRAIL OVER CULVERTS, TYPE 2

STANDARD NO. B-3 (2004)

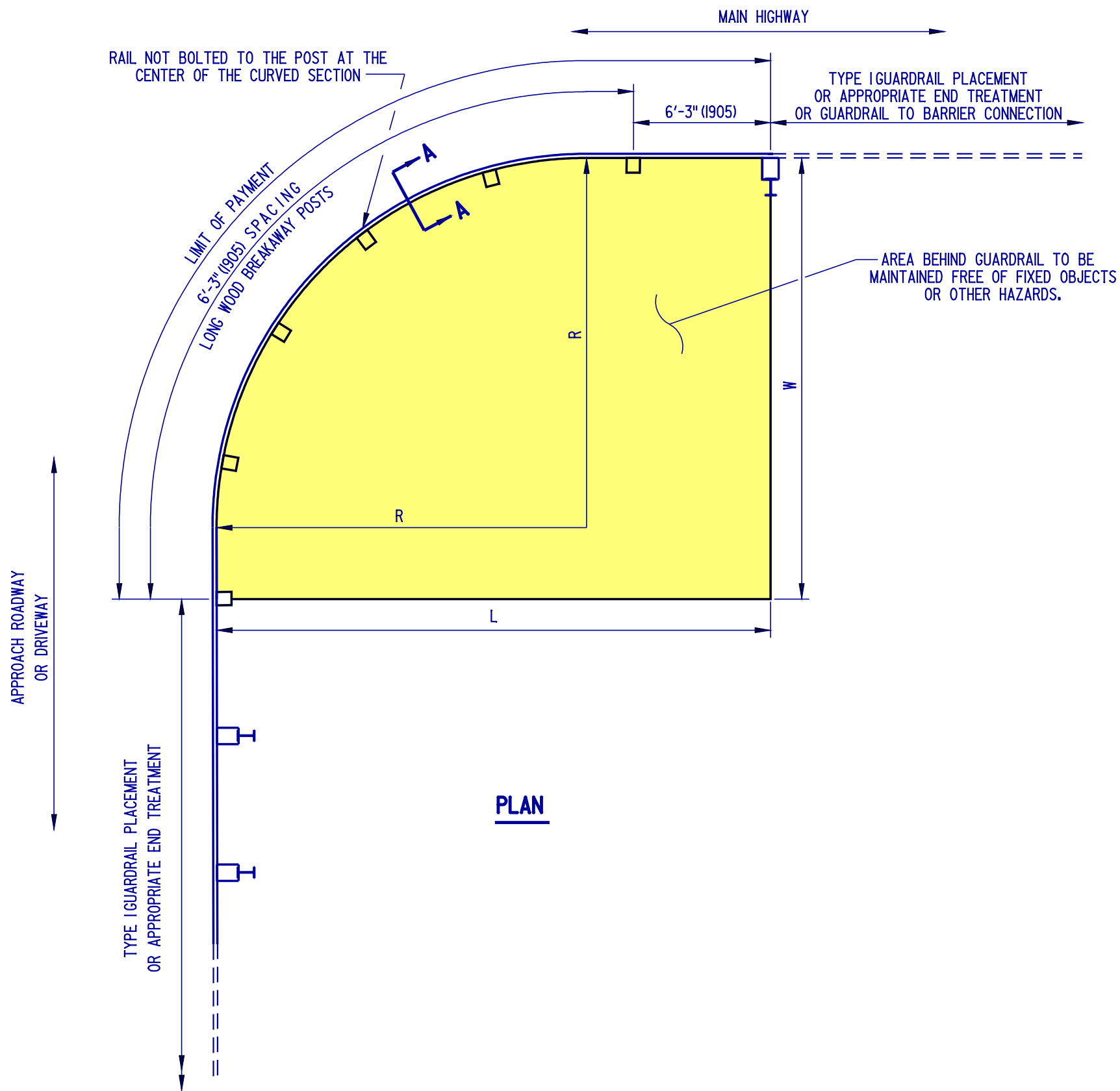
SHT. 1 OF 1

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

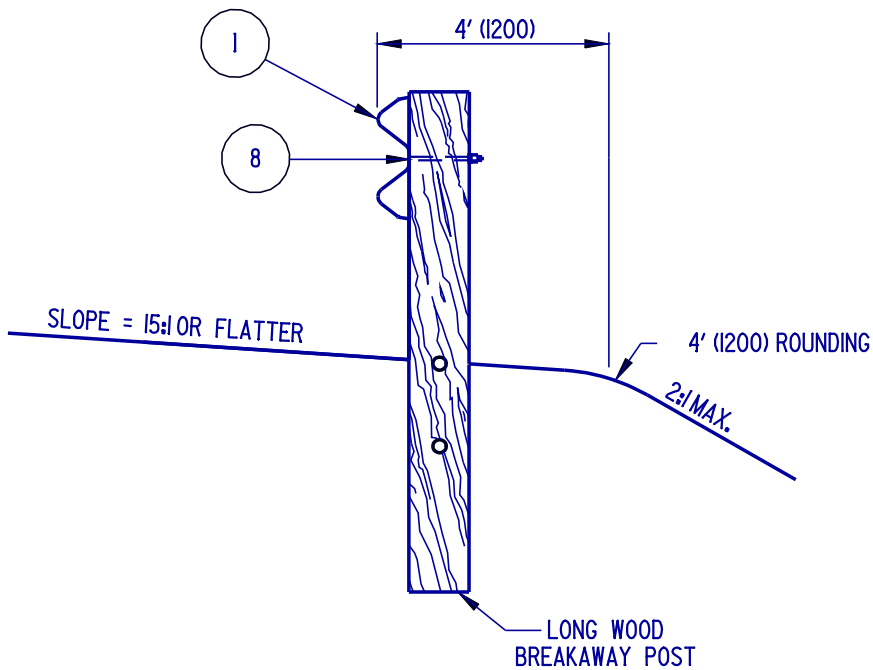
RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE

SCALE : N.T.S.

| RADIUS | MIN. REQUIRED AREA FREE OF FIXED OBJECTS |
|----------------|--|
| | L x W |
| 8'-6" (2600) | 25' x 15' (7600 x 4500) |
| 17'-0" (5200) | 30' x 15' (9144 x 4500) |
| 25'-6" (7800) | 40' x 20' (1200 x 6000) |
| 35'-0" (10700) | 50' x 20' (15200 x 6000) |



PLAN



SECTION A-A

- NOTES: 1). NO WASHERS ARE USED ON THE RAIL SIDE OF THE LONG WOOD BREAKAWAY POSTS.
2). THE CURVED GUARDRAIL SECTION SHALL BE SHOP BENT.
3). PLACE GUARDRAIL REFLECTOR EVERY FIFTH POST.

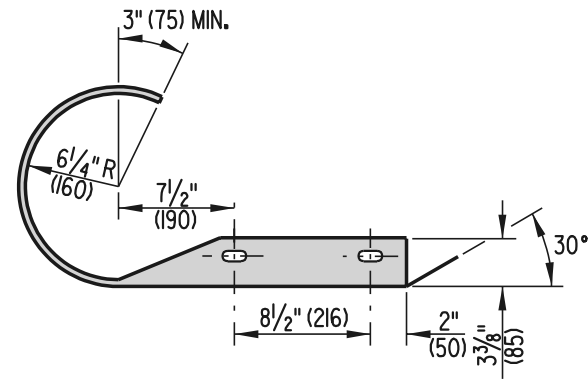


DELAWARE
DEPARTMENT OF TRANSPORTATION

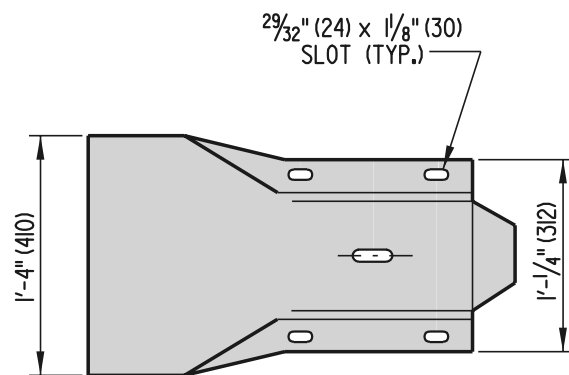
CURVED GUARDRAIL SECTION

STANDARD NO. **B-4 (2004)** SHT. **1** OF **1**

APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE
RECOMMENDED *Dennis M. O'Flaherty* 1/3/05
DESIGN ENGINEER DATE



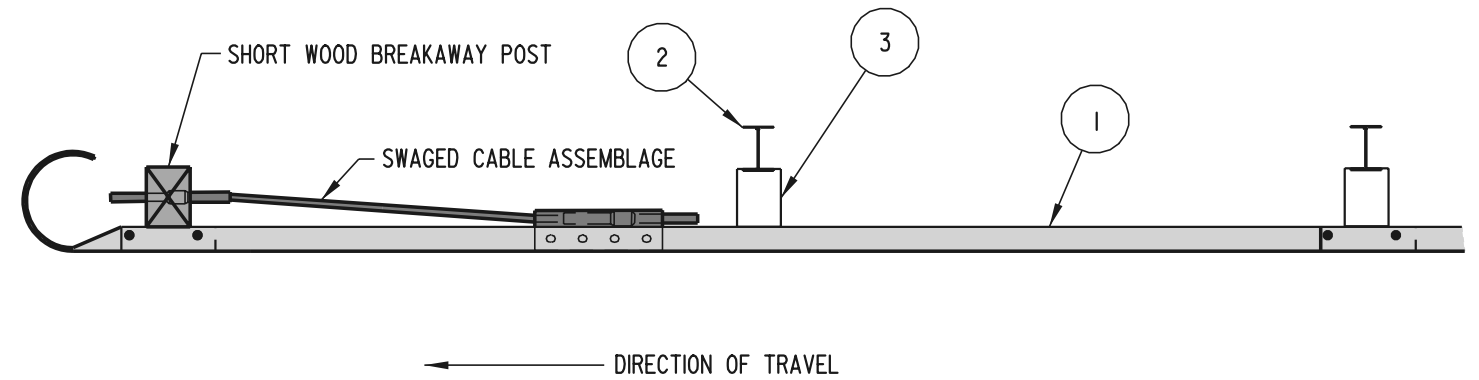
END SECTION PLAN



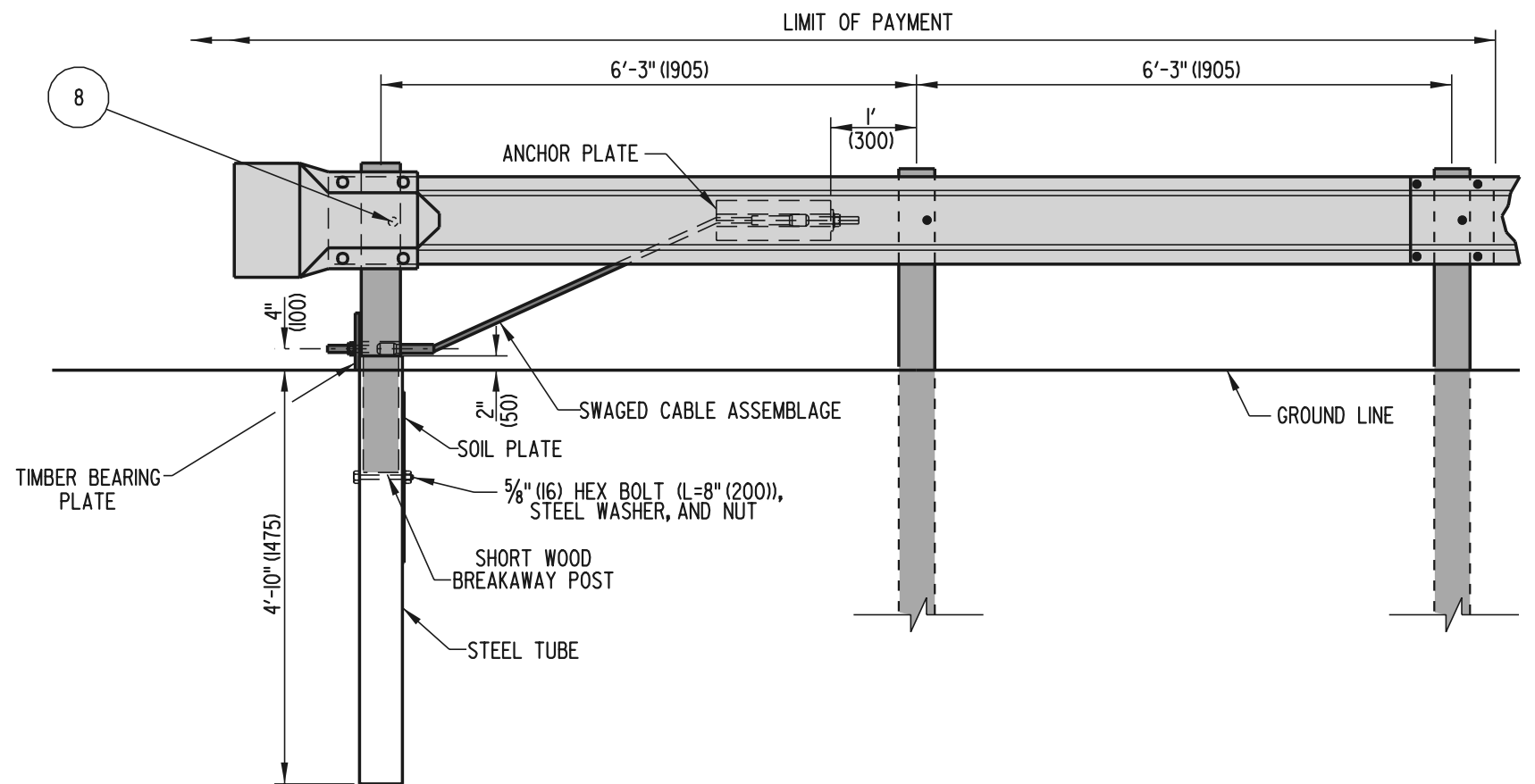
END SECTION ELEVATION

NOTES:

1. ADDITIONAL HOLES FOR ANCHOR PLATE SHALL BE DRILLED PRIOR TO GALVANIZING. (SEE STANDARD HARDWARE SHEET FOR HOLE SPACING INFORMATION).
2. CONTRACTOR HAS THE OPTION OF USING A 6' (1830) STEEL TUBE WITHOUT A SOIL PLATE OR A 5' (1525) STEEL TUBE WITH A SOIL PLATE.



PLAN



ELEVATION



DELAWARE
DEPARTMENT OF TRANSPORTATION

END ANCHORAGE

STANDARD NO.

B-5 (2002)

SHT.

1

OF

1

APPROVED

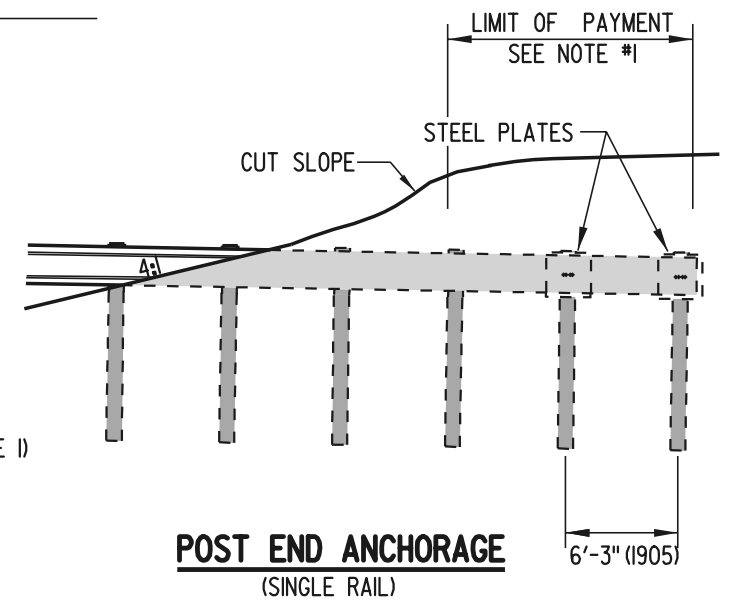
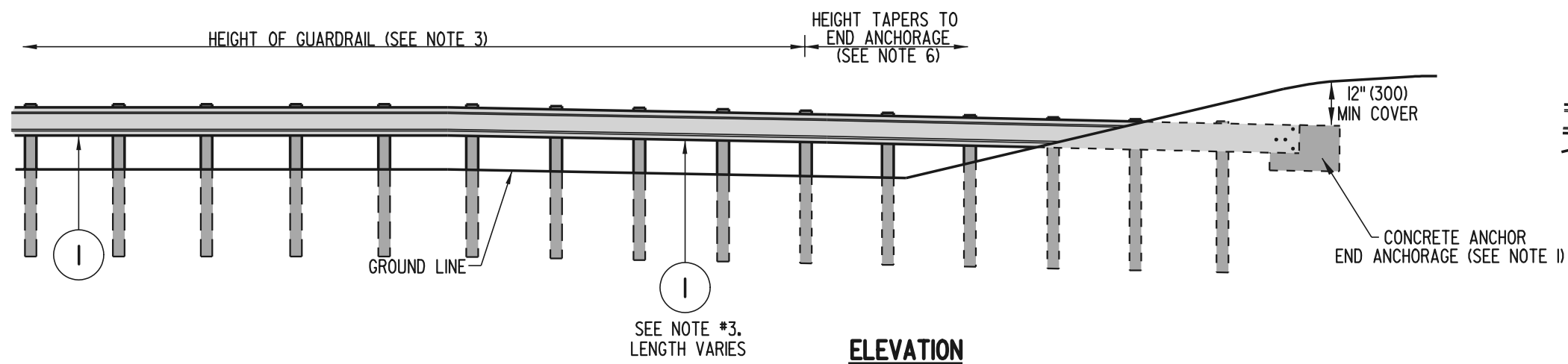
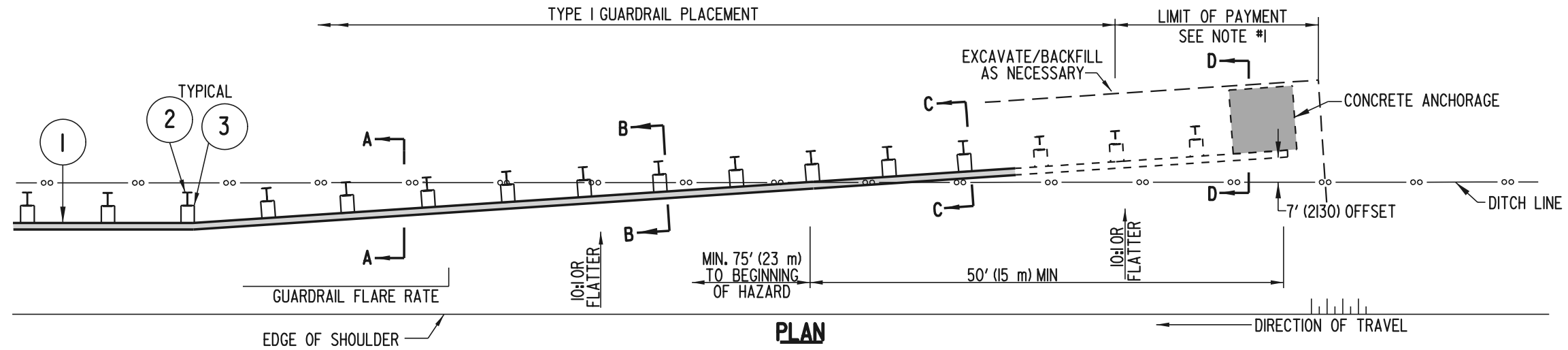
Caudan Wicks
CHIEF ENGINEER

9/6/02
DATE

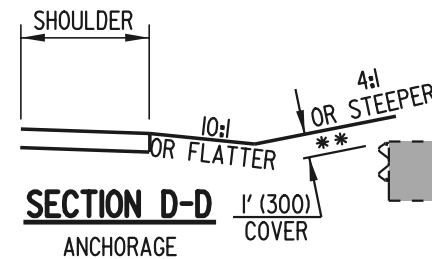
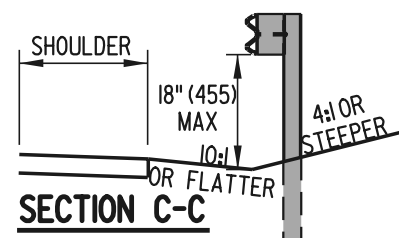
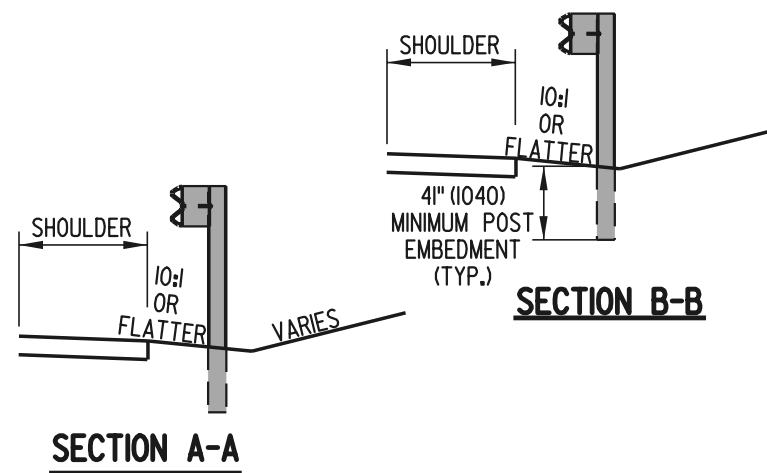
RECOMMENDED

Theresa Delph
DESIGN ENGINEER

8/19/02
DATE



| FLARE RATES | |
|-------------------|------------|
| DESIGN SPEED | FLARE RATE |
| 70 MPH (110 km/h) | 15:1 |
| 60 MPH (100 km/h) | 14:1 |
| 55 MPH (90 km/h) | 12:1 |
| 50 MPH (80 km/h) | 11:1 |
| 45 MPH (70 km/h) | 10:1 |
| 40 MPH (60 km/h) | 9:1 |
| 30 MPH (50 km/h) | 7:1 |



** 1' (300) BURIAL IS NOT REQUIRED WHEN ANCHORING IN ROCK.

NOTES:

- 1). BURIED END SECTION PAYMENT INCLUDES THE CONCRETE OR POST ANCHORAGE, EXCAVATION, BACKFILL, AND ALL APPLICABLE ITEMS INCLUDING LABOR NECESSARY TO COMPLETE END ANCHORAGE.
- 2). THE CONTRACTOR HAS THE OPTION OF USING EITHER A CONCRETE BLOCK ANCHOR OR A POST ANCHOR TO TERMINATE THE BURIED END SECTION.
- 3). WHEN PLACING GUARDRAIL ON A 10:1 OR FLATTER SLOPE, THE HEIGHT OF THE GUARDRAIL SHALL BE HELD CONSTANT RELATIVE TO THE GROUND DIRECTLY UNDER THE FACE OF THE GUARDRAIL.
- 4). ALL POSTS SHALL BE 6' (1800) FOR SINGLE RAIL INSTALLATION.
- 5). WHEN USING THE BURIED END SECTION, THE DESIGN MUST PROVIDE A MINIMUM OF 75' (23 m) FROM WHERE THE GUARDRAIL CROSSES THE DITCH LINE TO THE BEGINNING OF THE HAZARD.
- 6). MAINTAIN THE FLARE OF THE GUARDRAIL UNTIL THE 12" (300) COVER HAS BEEN ATTAINED. IF THE 12" (300) COVER CANNOT BE ATTAINED BEFORE THE RAIL IS 7' (2100) BEHIND THE BOTTOM OF THE DITCH, THEN SLOPE THE GUARDRAIL FROM THE POINT WHERE IT CROSSES THE DITCH TO WHERE IT IS 7' (2100) BEHIND THE DITCH, SO THAT IT HAS 12" (300) OF COVER.



DELAWARE
DEPARTMENT OF TRANSPORTATION

BURIED END SECTION

STANDARD NO.

B-6 (2002)

SHT. 1

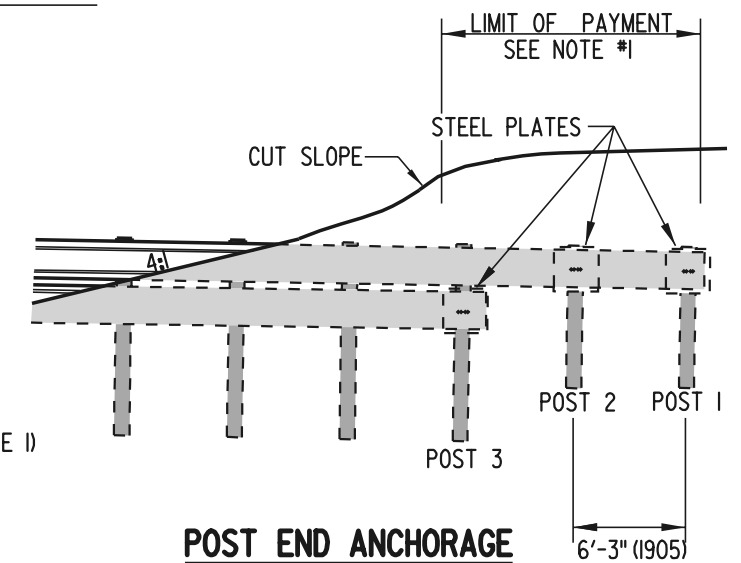
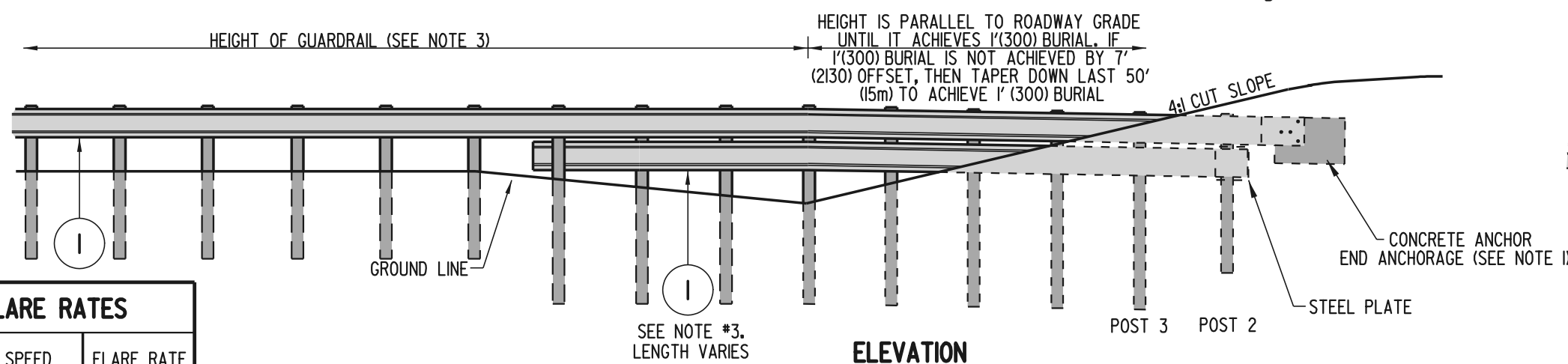
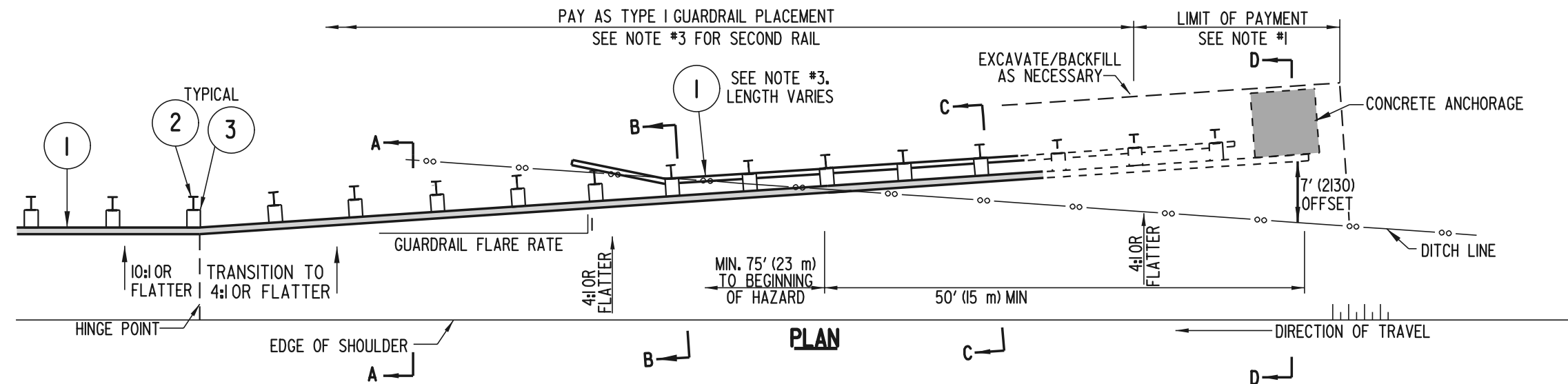
OF 3

APPROVED

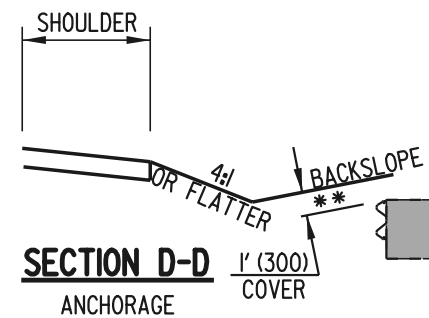
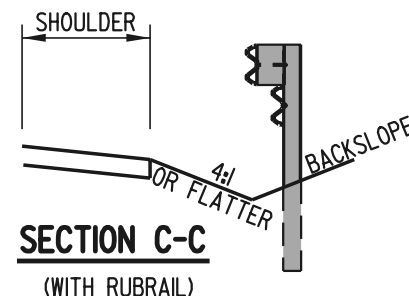
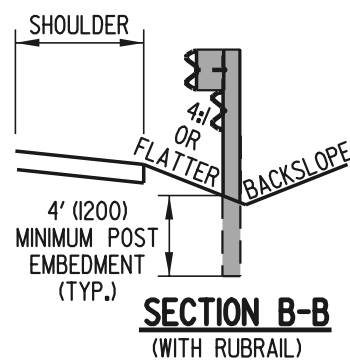
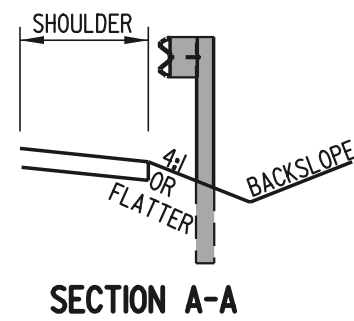
Carolan Wicks 9/6/02
CHIEF ENGINEER DATE

RECOMMENDED

Theresa Delph 9/19/02
DESIGN ENGINEER DATE



| FLARE RATES | |
|-------------------|------------|
| DESIGN SPEED | FLARE RATE |
| 70 MPH (110 km/h) | 15:1 |
| 60 MPH (100 km/h) | 14:1 |
| 55 MPH (90 km/h) | 12:1 |
| 50 MPH (80 km/h) | 11:1 |
| 45 MPH (70 km/h) | 10:1 |
| 40 MPH (60 km/h) | 9:1 |
| 30 MPH (50 km/h) | 7:1 |



** 1' (300) BURIAL IS NOT REQUIRED
WHEN ANCHORING IN ROCK.

- NOTES:
- 1). BURIED END SECTION PAYMENT INCLUDES THE CONCRETE OR POST ANCHORAGE, EXCAVATION, BACKFILL, AND ALL APPLICABLE ITEMS, INCLUDING LABOR NECESSARY TO COMPLETE END ANCHORAGE.
 - 2). THE CONTRACTOR HAS THE OPTION OF USING EITHER A CONCRETE BLOCK ANCHOR OR A POST ANCHOR TO TERMINATE THE BURIED END SECTION.
 - 3). THE TOP OF THE W-BEAM SHALL BE HELD CONSTANT RELATIVE TO THE ROADWAY PROFILE GRADE UNTIL IT CROSSES THE DITCH FLOW LINE. A SECOND W-BEAM RAIL IS REQUIRED WHEN THE DISTANCE BETWEEN THE GROUND AND THE BOTTOM OF THE TOP RAIL EXCEEDS 18" (450). THE MAXIMUM HEIGHT OF THE DOUBLE RAIL SYSTEM IS 45" (1150). IF NECESSARY, TAPER BOTH RAILS DOWN TO MAINTAIN MAXIMUM HEIGHT. SECOND RAIL SHALL BE PAID FOR AS ADDITIONAL LINEAR FEET (LINEAR METERS) OF TYPE I GUARDRAIL.
 - 4). WHEN USING A SECOND RAIL, 8' (2400) LONG POSTS ARE REQUIRED. BEHIND THE DITCHLINE, POSTS MUST PROVIDE 4' (1200) MINIMUM EMBEDMENT (20" (510) WHEN ROCK IS ENCOUNTERED). POSTS FOR THE POST ANCHOR SHALL BE 6' (1800) LONG.
 - 5). WHEN USING THE BURIED END SECTION, THE DESIGN MUST PROVIDE A MINIMUM OF 75' (23 m) FROM WHERE THE GUARDRAIL CROSSES THE DITCH LINE TO THE BEGINNING OF THE HAZARD.
 - 6). MAINTAIN THE FLARE OF THE GUARDRAIL UNTIL THE 12" (300) COVER HAS BEEN ATTAINED. IF THE 12" (300) COVER CANNOT BE ATTAINED BEFORE THE RAIL IS 7' (2100) BEHIND THE BOTTOM OF THE DITCH, THEN SLOPE THE GUARDRAIL FROM THE POINT WHERE IT CROSSES THE DITCH TO WHERE IT IS 7' (2100) BEHIND THE DITCH, SO THAT IT HAS 12" (300) OF COVER.



DELAWARE
DEPARTMENT OF TRANSPORTATION

BURIED END SECTION

STANDARD NO.

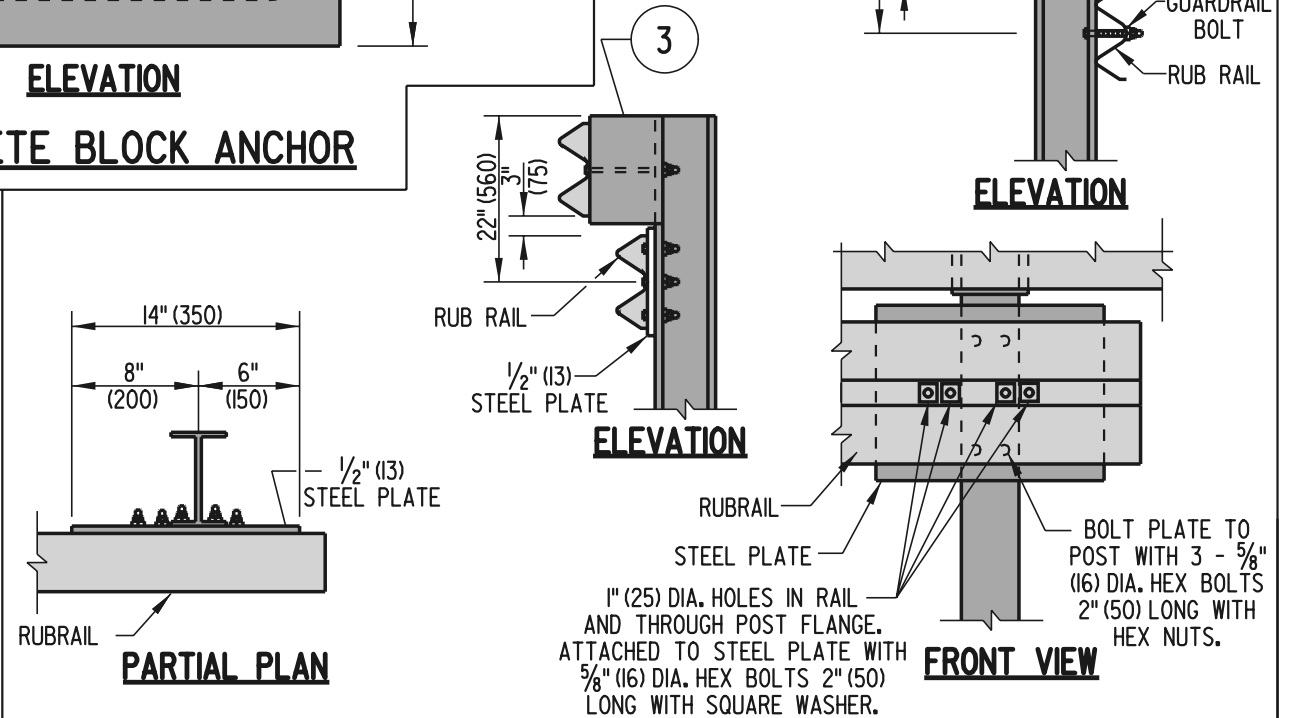
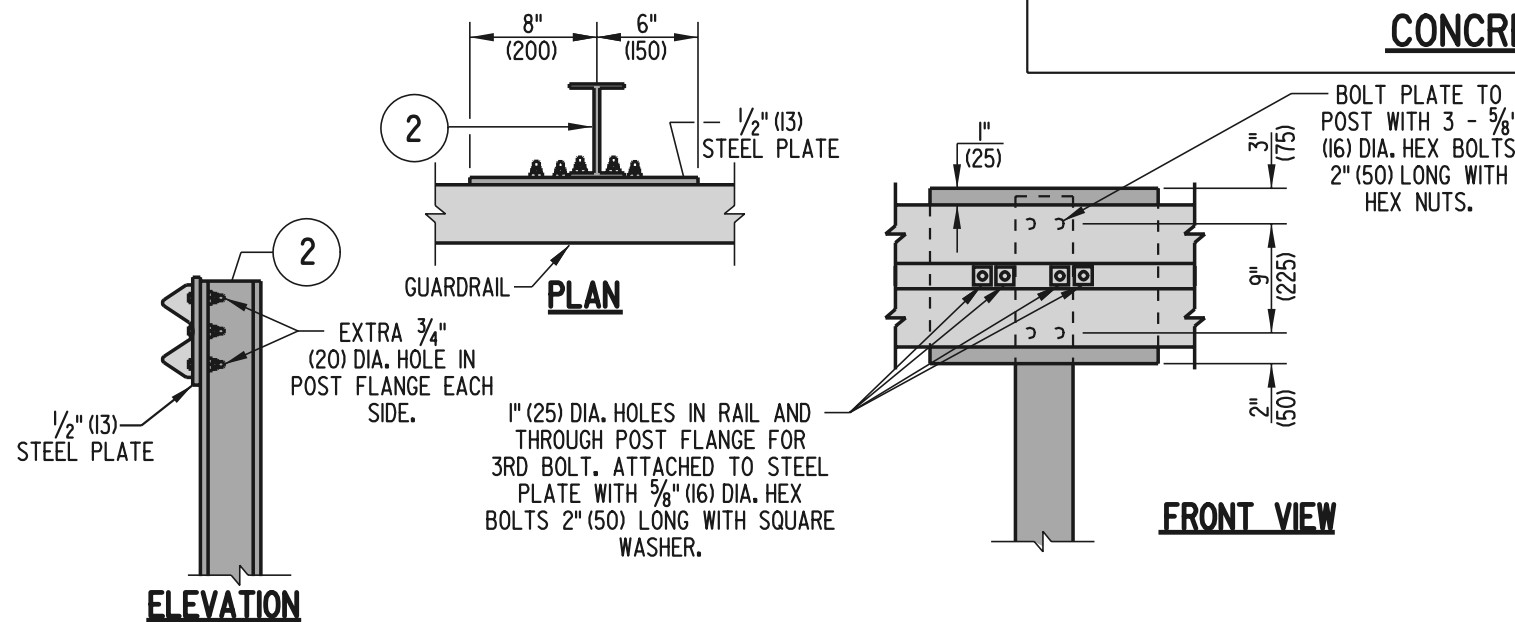
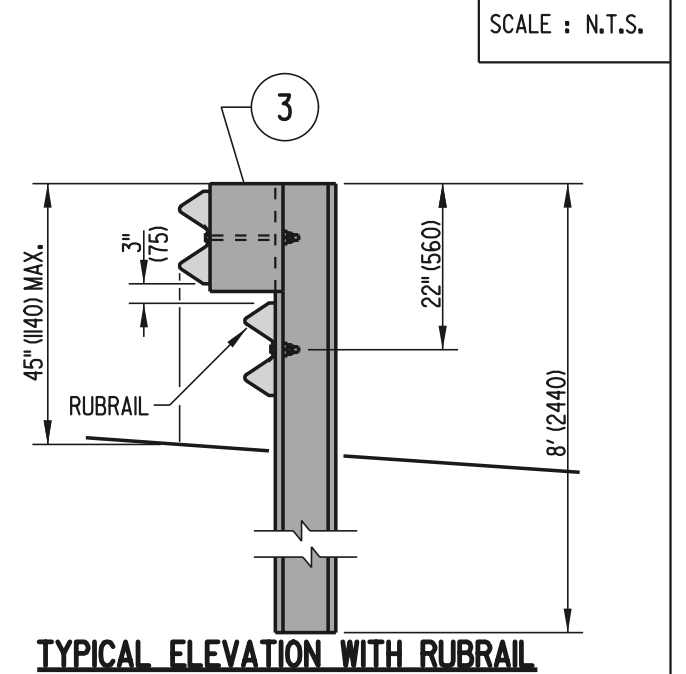
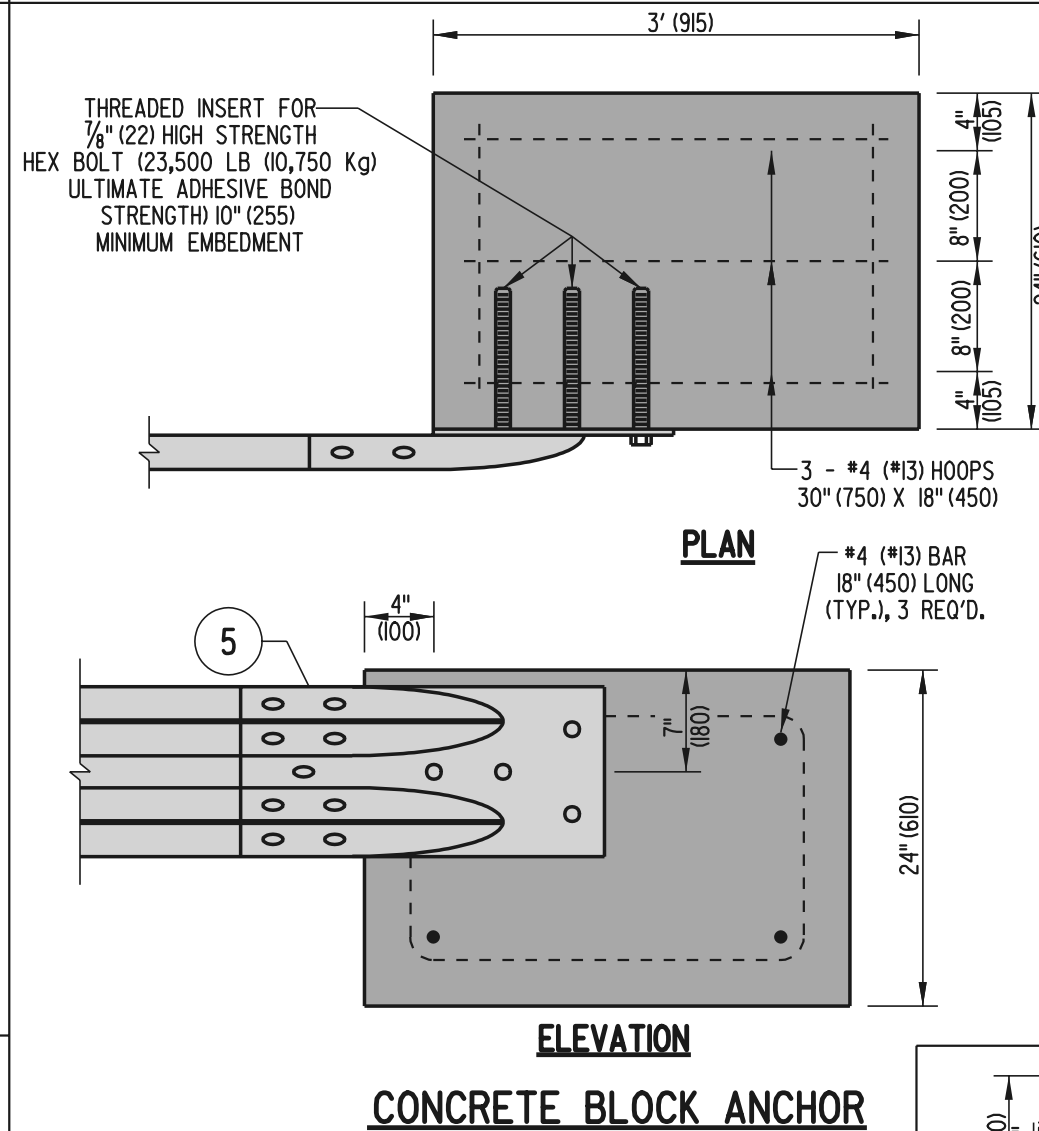
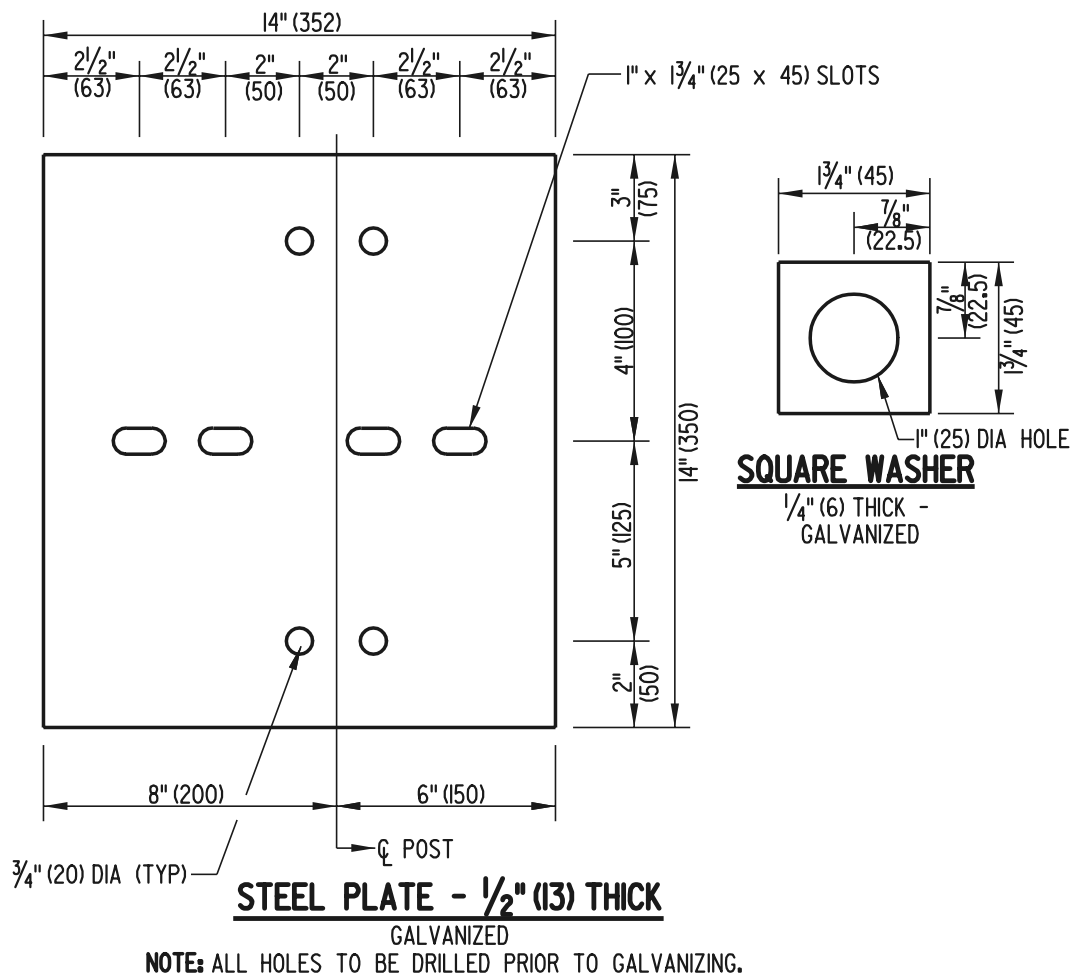
B-6 (2002)

SHT. 2

OF 3

APPROVED *Caudam Wicks* 9/6/02
CHIEF ENGINEER DATE

RECOMMENDED *Thurman Delph* 8/19/02
DESIGN ENGINEER DATE



DELAWARE
DEPARTMENT OF TRANSPORTATION

BURIED END SECTION

STANDARD NO.

B-6 (2002)

SHT. 3

OF 3

APPROVED

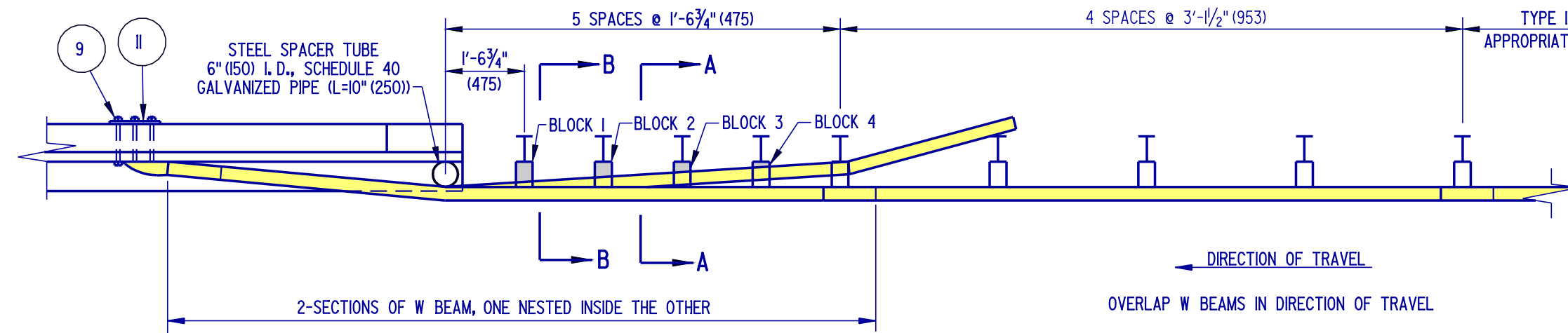
Caution Wicks
CHIEF ENGINEER

9/6/02
DATE

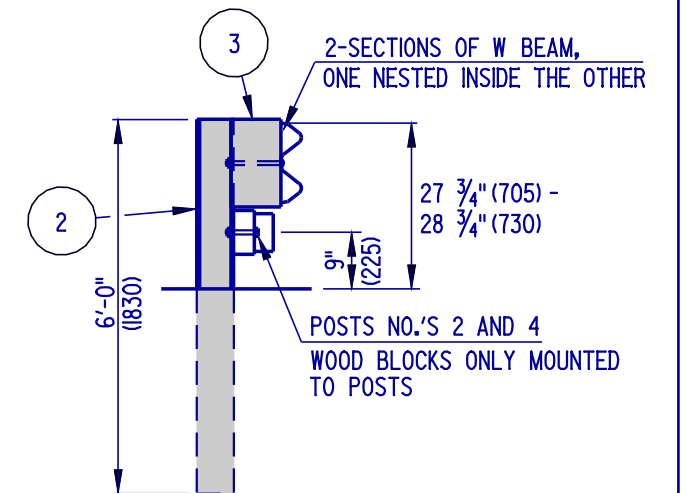
RECOMMENDED

Theresa Delph
DESIGN ENGINEER

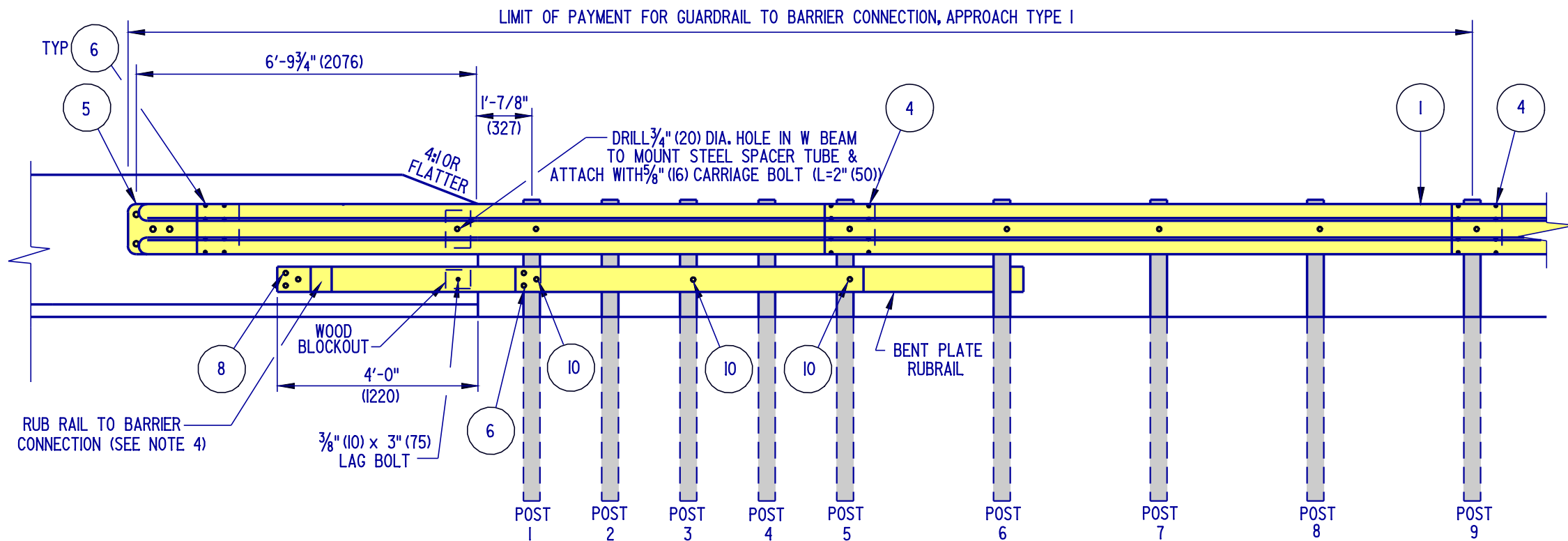
8/19/02
DATE



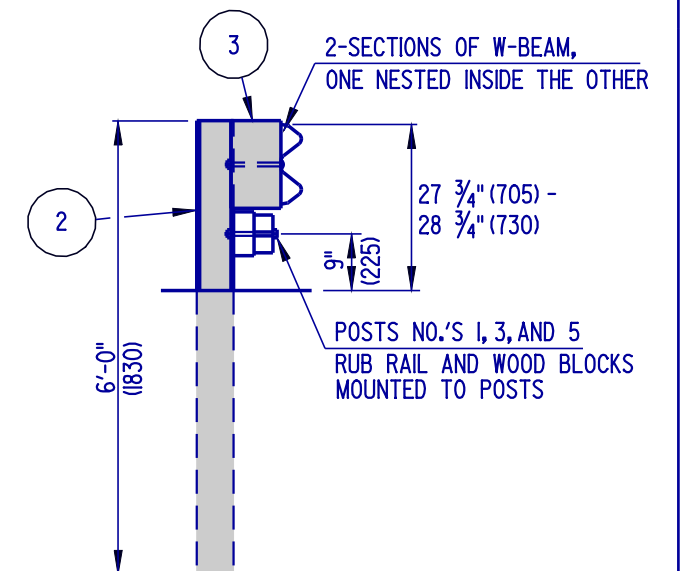
PLAN



SECTION A-A



ELEVATION



SECTION B-B

- NOTES: 1). W BEAM IS NOT BOLTED TO POSTS AT POSTS 2 THROUGH 4.
 2). RUB RAIL IS NOT BOLTED AT POSTS 2 AND 4.
 3). POSTS 1 THROUGH 6 REQUIRE AN ADDITIONAL HOLE TO ATTACH LOWER WOOD BLOCKS AND/OR RUBRAIL AND WOOD BLOCK.
 4). USE APPROPRIATE EPOXY BOLT ANCHORS TO REDUCE THE CHANCE OF SPLITTING THE CONCRETE. PLACE STEEL WASHERS (FOR 5/8" (16) BOLT) BETWEEN BOLT HEADS AND RUB RAIL.

- 5). ALL HOLES SHALL BE DRILLED PRIOR TO GALVANIZING.
 6). PLACE GUARDRAIL REFLECTOR EVERY FIFTH POST.
 7). APPROVED CONCRETE INSERTS MAY BE USED IN NEW CONSTRUCTION TO ATTACH TERMINAL CONNECTOR TO PARAPET.



DELAWARE
DEPARTMENT OF TRANSPORTATION

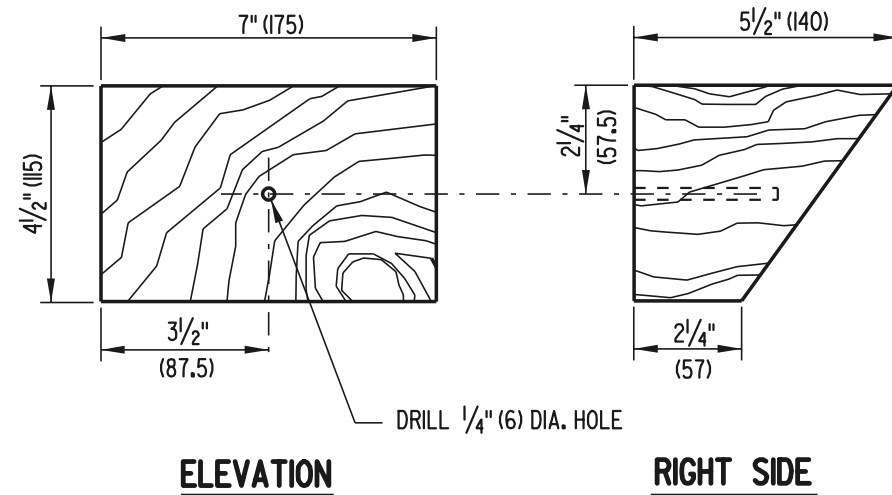
GUARDRAIL TO BARRIER CONNECTION, APPROACH TYPE 1

STANDARD NO. **B-7 (2004)**

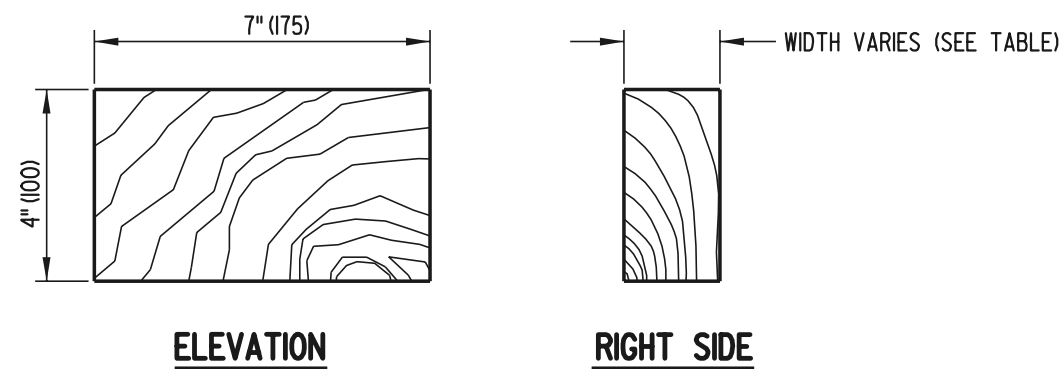
SHT. **1** OF **3**

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

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

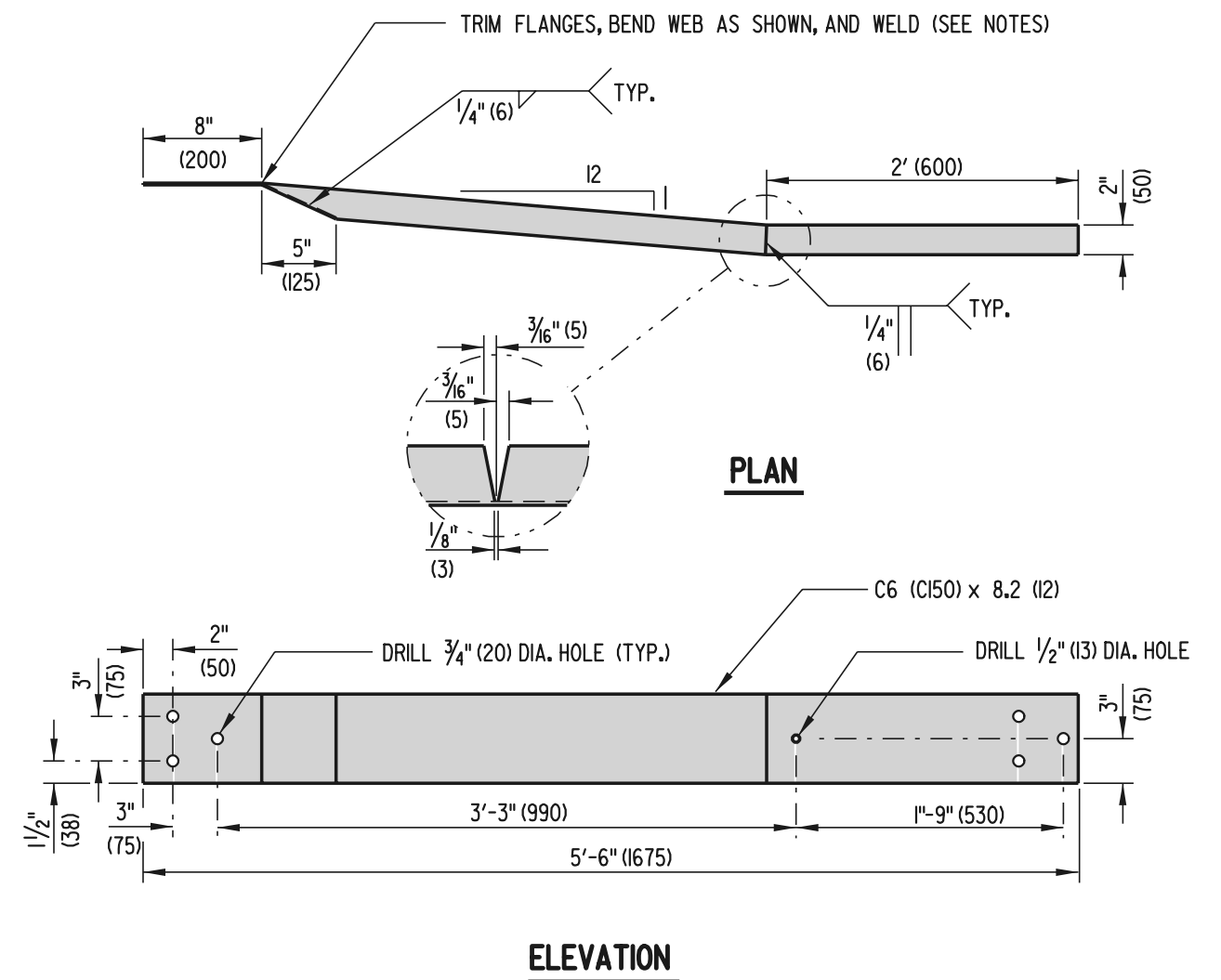


WOOD BLOCKOUT DETAIL



RUB RAIL WOOD BLOCKS

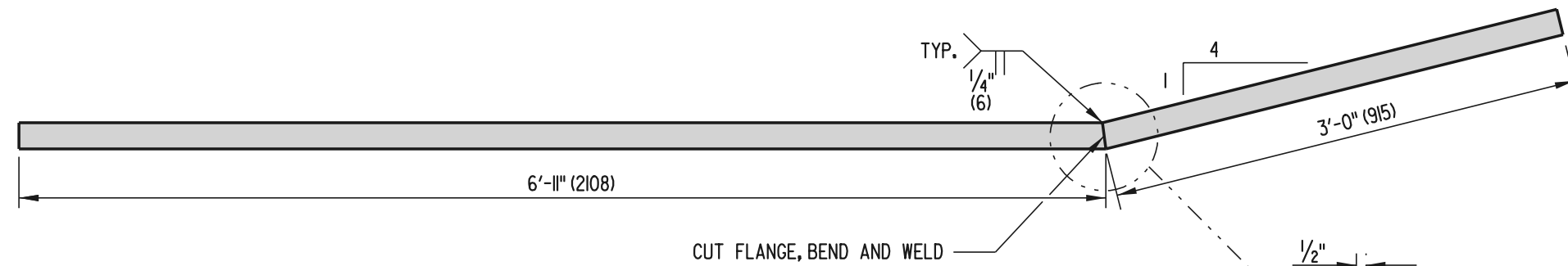
| RUB RAIL WOOD BLOCKS (7" (I75) x 4" (I00)) | | |
|---|-------------------------|-------------|
| POST NO. | WIDTH | BOLT LENGTH |
| 1 | 4 $\frac{1}{4}$ " (I08) | 6" (I50) |
| 2 | 3 $\frac{1}{4}$ " (83) | 4" (I00) |
| 3 | 2" (50) | 4" (I00) |
| 4 | 1" (25) | 2" (50) |



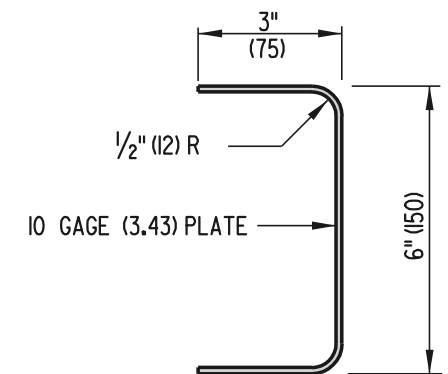
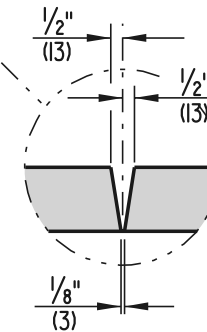
RUB RAIL TO BARRIER CONNECTION

NOTES:

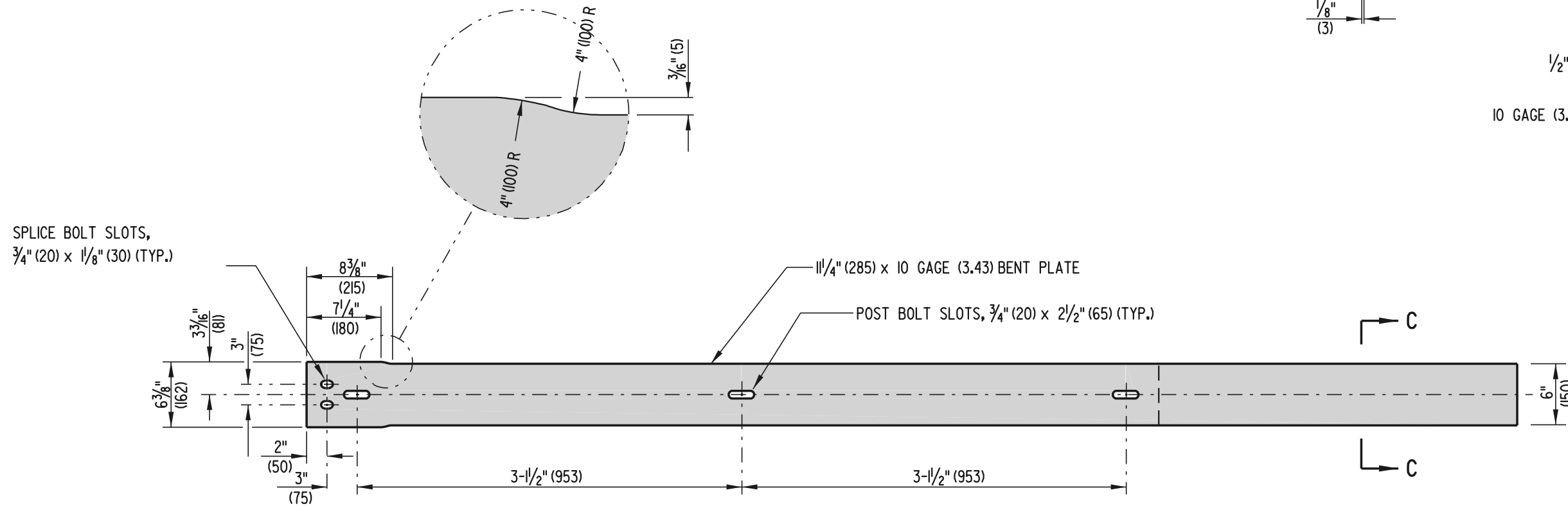
- 1). THE RUB RAIL TO BARRIER CONNECTION END MUST BE ATTACHED FLUSH WITH THE SLOPED TOE OF THE SAFETY BARRIER. INSTALLATION CAN BE SIMPLIFIED BY FABRICATING OR SHOP TWISTING THE RUB RAIL END TO BE CONSISTENT WITH THE SLOPE OF THE BARRIER, HOWEVER, FIELD BENDING USING HEAT IS PERMITTED.
- 2). STEEL SPACER TUBE IS SCHEDULE 40 GALVANIZED PIPE, 6" (152) (I.D.) x 9" (229)



PLAN



SECTION C-C



ELEVATION

BENT PLATE RUB RAIL



DELAWARE
DEPARTMENT OF TRANSPORTATION

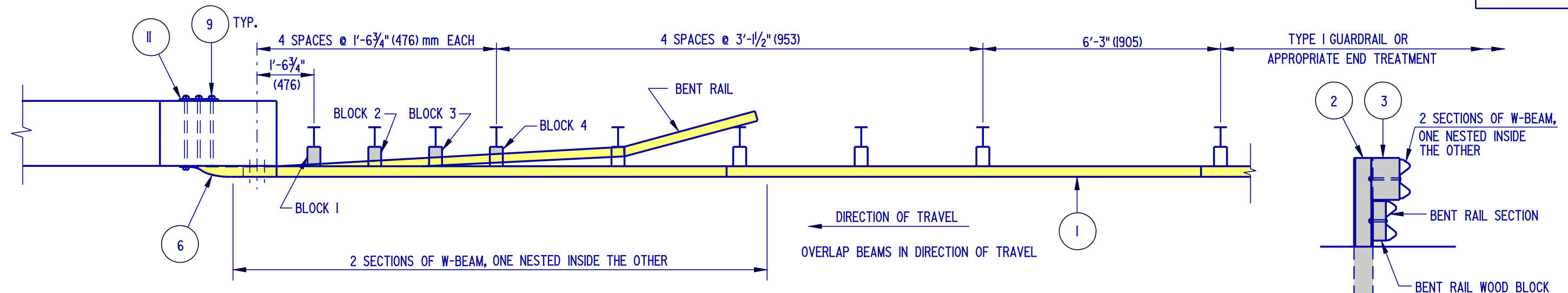
GUARDRAIL TO BARRIER CONNECTION, APPROACH TYPE 1

STANDARD NO. B-7 (2001)

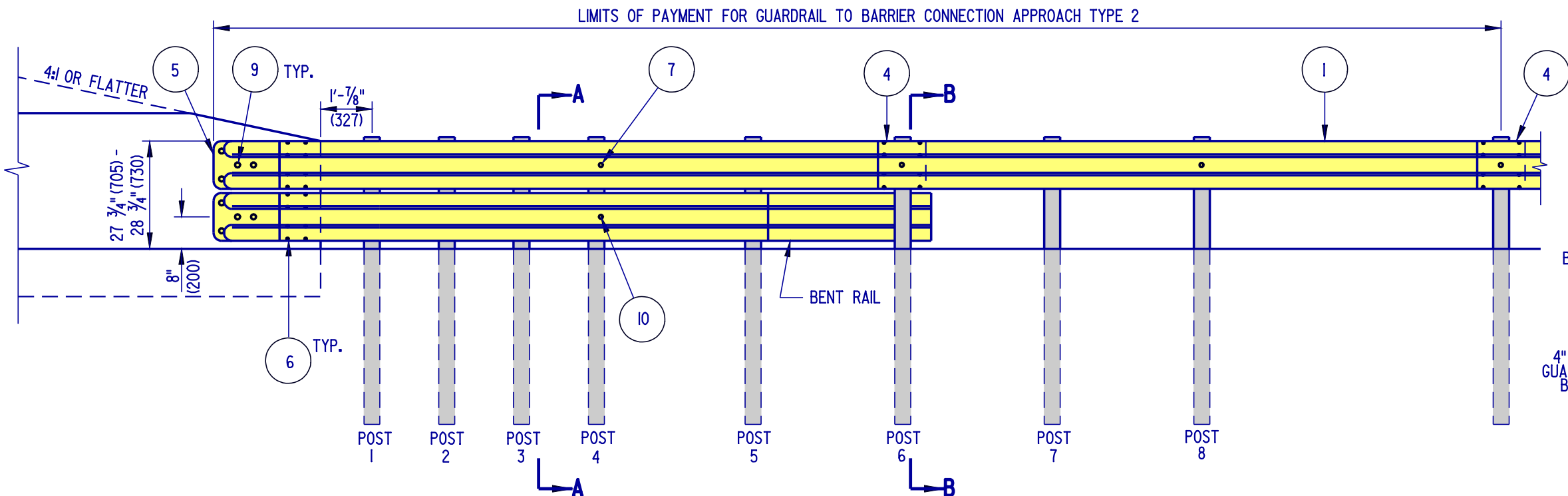
SHT. 3 OF 3

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

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

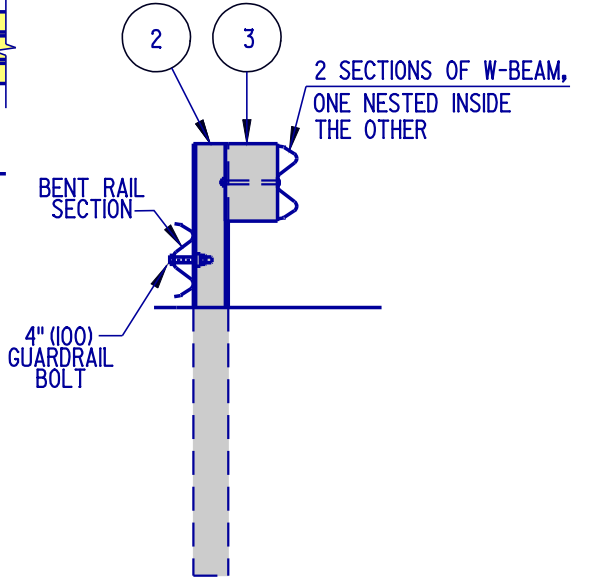


PLAN




ELEVATION

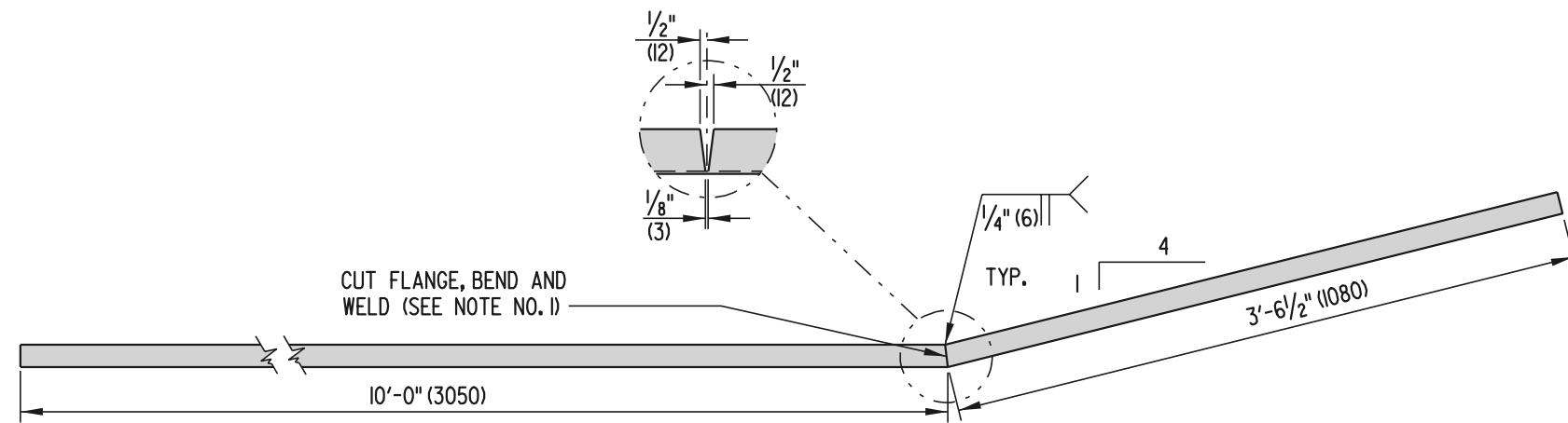
SECTION A-A



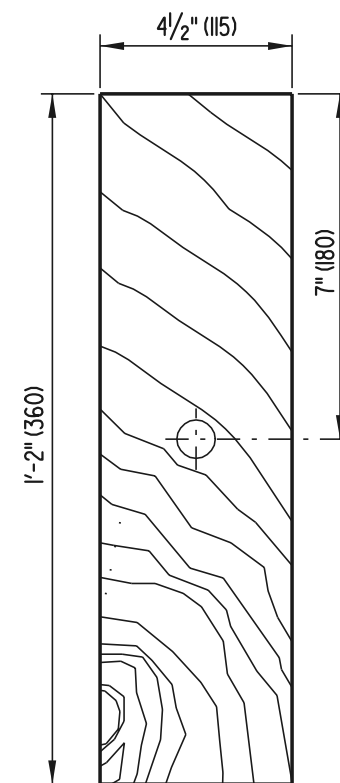
SECTION B-B

- NOTES :
- 1). CURB SHALL NOT BE USED AT THE FACE OF RAIL WITHIN THE LIMITS OF THIS INSTALLATION.
 - 2). POSTS 1, 2, 3, 4, AND 6 REQUIRE AN ADDITIONAL HOLE TO ATTACH WOOD BLOCKS AND/OR BENT RAIL.
 - 3). DO NOT ATTACH RAILS TO POSTS 1, 2, 3, 5, OR 7.
 - 4). CURB SHALL NOT BE USED AT THE FACE OF RAIL WITHIN THE LIMITS OF THIS INSTALLATION.
 - 5). ALL HOLES SHALL BE DRILLED PRIOR TO GALVANIZING.
 - 6). BENT RAIL MAY BE SHOP BENT TO FACILITATE INSTALLATION OR MAY BE FIELD BENT USING HEAT.
 - 7). APPROVED CONCRETE INSERTS MAY BE USED IN NEW CONSTRUCTION TO ATTACH TERMINAL CONNECTORS TO PARAPET.
 - 8). PLACE GUARDRAIL REFLECTOR EVERY FIFTH POST.
 - 9). WHEN PLACED OVER CURB (MIN 8" (200) HIGH), BOTTOM RAIL CAN BE ELIMINATED.

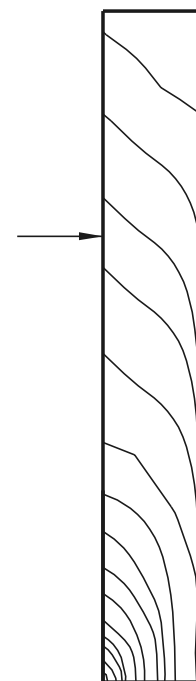
| | | | | | |
|--|--|---------------|-------------|---|--|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | GUARDRAIL TO BARRER CONNECTION, APPROACH TYPE 2 | | | APPROVED <i>Carolann Wick</i> 1/10/05 | |
| | STANDARD NO. B-8 (2004) | SHT. 1 | OF 2 | RECOMMENDED <i>Dennis M. O'Fl</i> 1/13/05 | |



BENT RAIL



ELEVATION



RIGHT SIDE

BENT RAIL WOOD BLOCKS

| BENT RAIL WOOD BLOCKS 1'-2" (360) x 4 1/2" (115) | | |
|---|----------|-------------|
| BLOCK | WIDTH | BOLT LENGTH |
| 1 | 5" (125) | 8" (200) |
| 2 | 4" (100) | 6" (150) |
| 3 | 3" (75) | 6" (150) |
| 4 | 2" (50) | 4" (100) |

NOTE: BOTTOM WOOD BLOCKS LOCATED ON POSTS 1-4 ARE OFFSET DRILLED TO SIT SQUARELY ON THE POST FLANGE AND SECURED WITH 5/8" (16) CARRIAGE BOLTS (L VARIES), SEE BENT RAIL WOOD BLOCKS TABLE.



DELAWARE
DEPARTMENT OF TRANSPORTATION

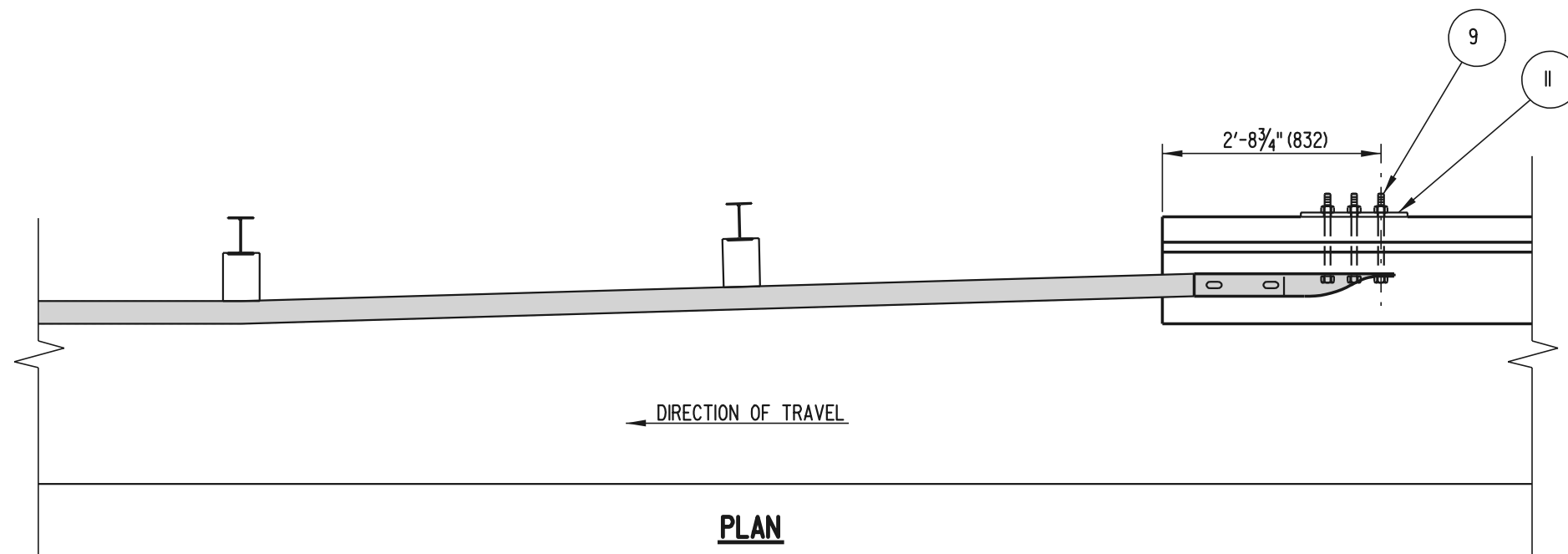
GUARDRAIL TO BARRIER CONNECTION, APPROACH TYPE 2

STANDARD NO. B-8 (2001)

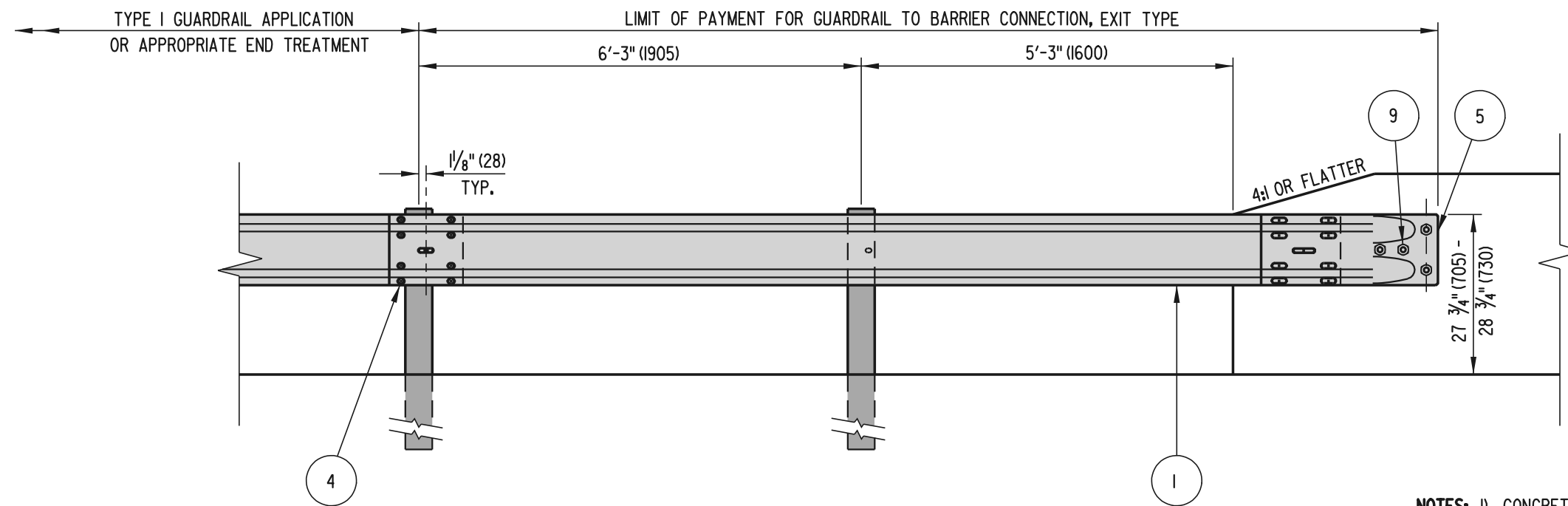
SHT. 2 OF 2

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

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



PLAN



ELEVATION

- NOTES:**
- 1). CONCRETE INSERTS MAY BE USED IN NEW CONSTRUCTION TO ATTACH TERMINAL CONNECTOR TO PARAPET,
 - 2). GUARDRAIL SECTION AND TERMINAL CONNECTORS SHALL BE OVERLAPPED IN THE DIRECTION OF TRAVEL.
 - 3). INSTALLATION SHOWN ABOVE WITH AN 'F-TYPE' BARRIER FACE. GUARDRAIL SECTION OF BARRIER CONNECTION SHALL BE ADJUSTED HORIZONTALLY IN ORDER TO MEET FLUSH AGAINST VARIOUS TYPES OF WALLS AND BARRIERS.



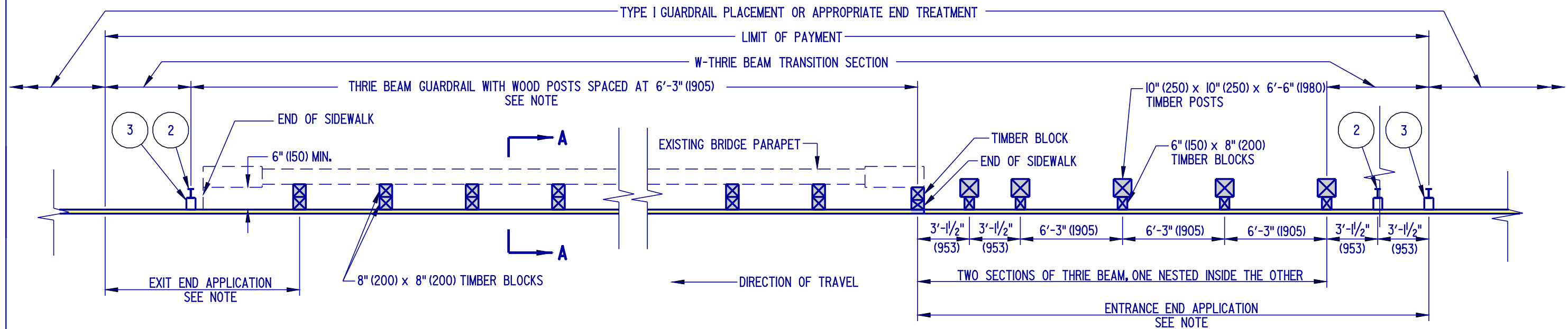
DELAWARE
DEPARTMENT OF TRANSPORTATION

GUARDRAIL TO BARRIER CONNECTION, EXIT TYPE

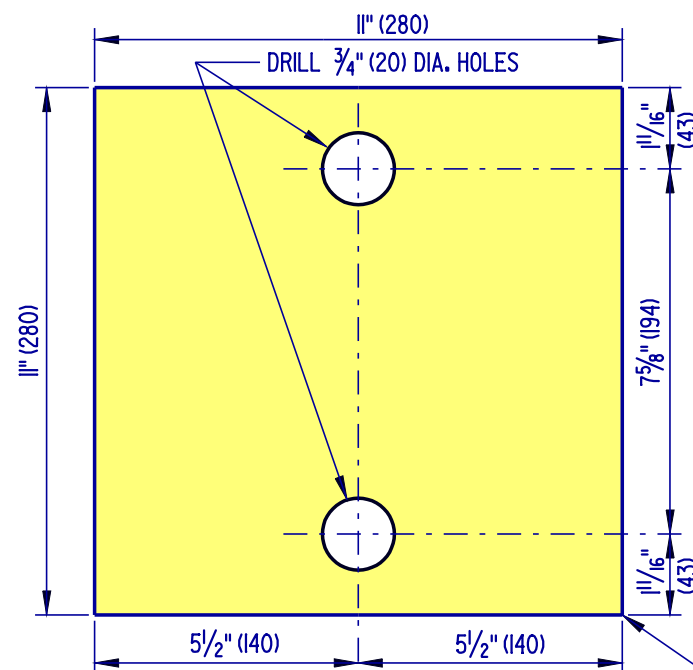
STANDARD NO. B-9 (2002)

SHT. 1 OF 1

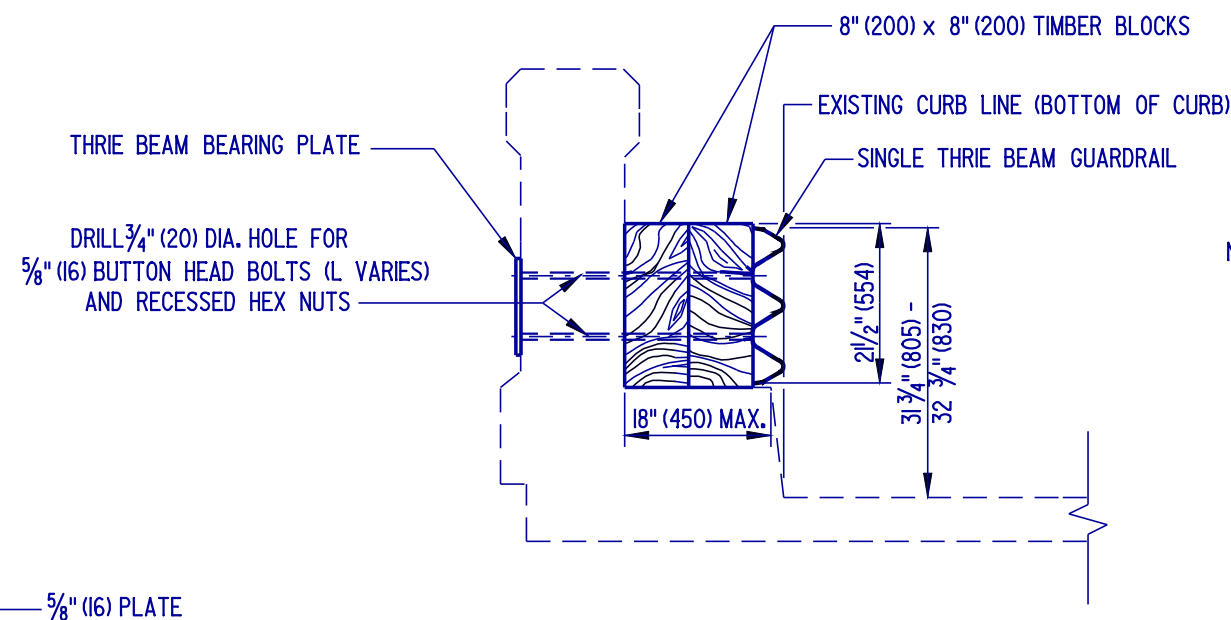
APPROVED *Caudam Wicks* 9/6/02
CHIEF ENGINEER DATE
RECOMMENDED *Theresa Delph* 8/19/02
DESIGN ENGINEER DATE



PLAN



THRIE BEAM BEARING PLATE DETAIL



SECTION A-A

- NOTES: 1). THIS INSTALLATION SHALL BE USED WHEN THE EXISTING SIDEWALK IS 18" (450) OR LESS.
- 2). USE A THRIE BEAM EXPANSION SECTION AT BRIDGE EXPANSION JOINTS.
- 3). PLACE GUARDRAIL REFLECTOR IN THE UPPER VALLEY OF THE THRIE BEAM EVERY FIFTH POST.
- 4). TIMBER BLOCK THICKNESS SHALL BE ADJUSTED TO ALLOW FACE OF THE THRIE BEAM TO BE FLUSH WITH BOTTOM OF CURB (MINIMUM THICKNESS SHALL BE 4" (100)).
- 5). THE EXIT END APPLICATION SHALL BE USED ONLY ON DIVIDED HIGHWAYS. FOR ALL OTHER SITUATIONS, THE ENTRANCE END APPLICATION SHALL BE USED ON BOTH ENDS OF THE BRIDGE PARAPET.
- 6). SPACING OF WOOD POSTS MAY NEED TO BE REDUCED TO ACCOMMODATE LINING UP POSTS AT THE END OF THE PARAPET.



DELAWARE
DEPARTMENT OF TRANSPORTATION

BRIDGE RAIL RETROFIT, TYPE 1

STANDARD NO.

B-10 (2004)

SHT. 1

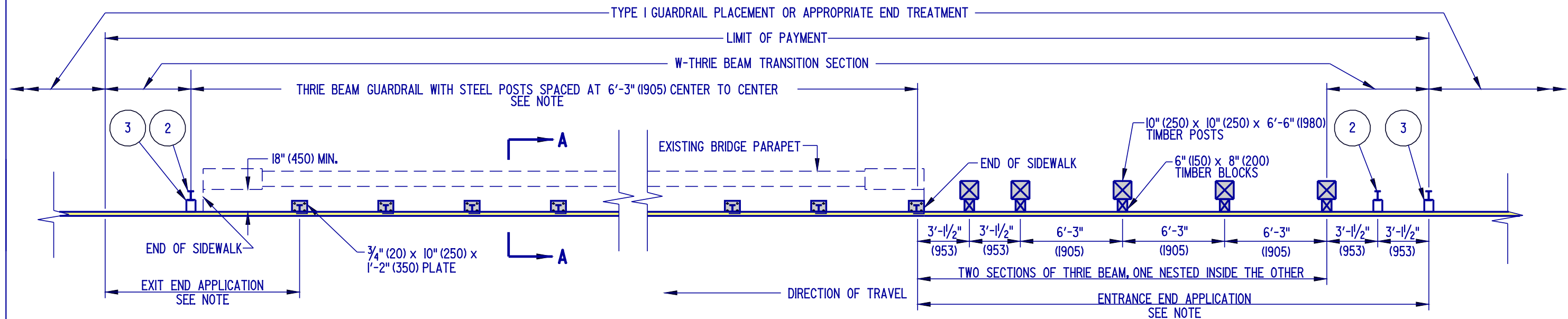
OF 1

APPROVED

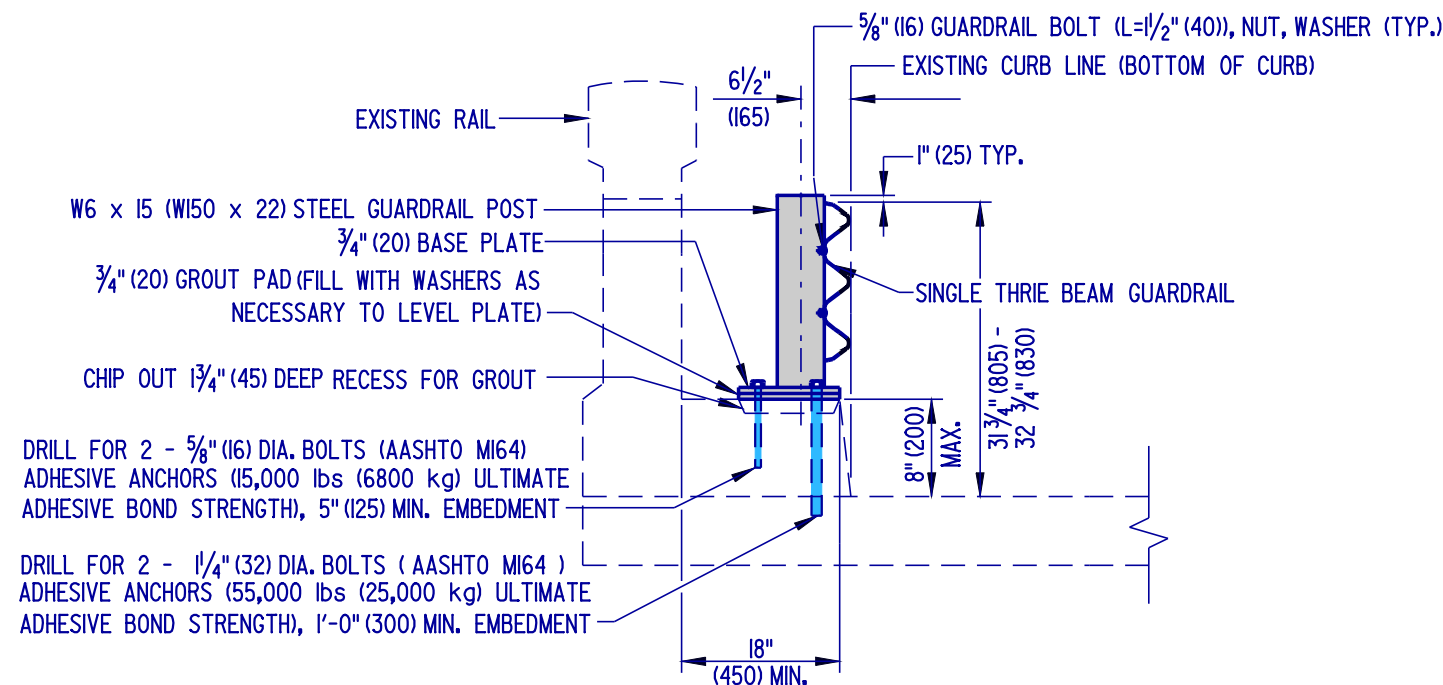
Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

RECOMMENDED

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



PLAN



SECTION A-A

- NOTES: 1). THIS INSTALLATION SHALL BE USED WHEN THE EXISTING SIDEWALK IS 18" (450) OR WIDER, AND DEAD LOAD CONSIDERATIONS ARE A CONCERN WHEN USING BRIDGE RAIL RETROFIT, TYPE 3.
 2). ADHESIVE ANCHORS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND SHALL BE GALVANIZED.
 3). USE A THRIE BEAM EXPANSION SECTION AT BRIDGE EXPANSION JOINTS.
 4). PLACE GUARDRAIL REFLECTOR IN THE UPPER VALLEY OF THE THRIE BEAM EVERY FIFTH POST.
 5). THE EXIT END APPLICATION SHALL BE USED ONLY ON DIVIDED HIGHWAYS. FOR ALL OTHER SITUATIONS, THE ENTRANCE END APPLICATION SHALL BE USED ON BOTH ENDS OF THE BRIDGE PARAPET.
 6). SPACING OF STEEL POSTS MAY NEED TO BE REDUCED TO ACCOMMODATE LINING UP POSTS AT THE END OF THE PARAPET.



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

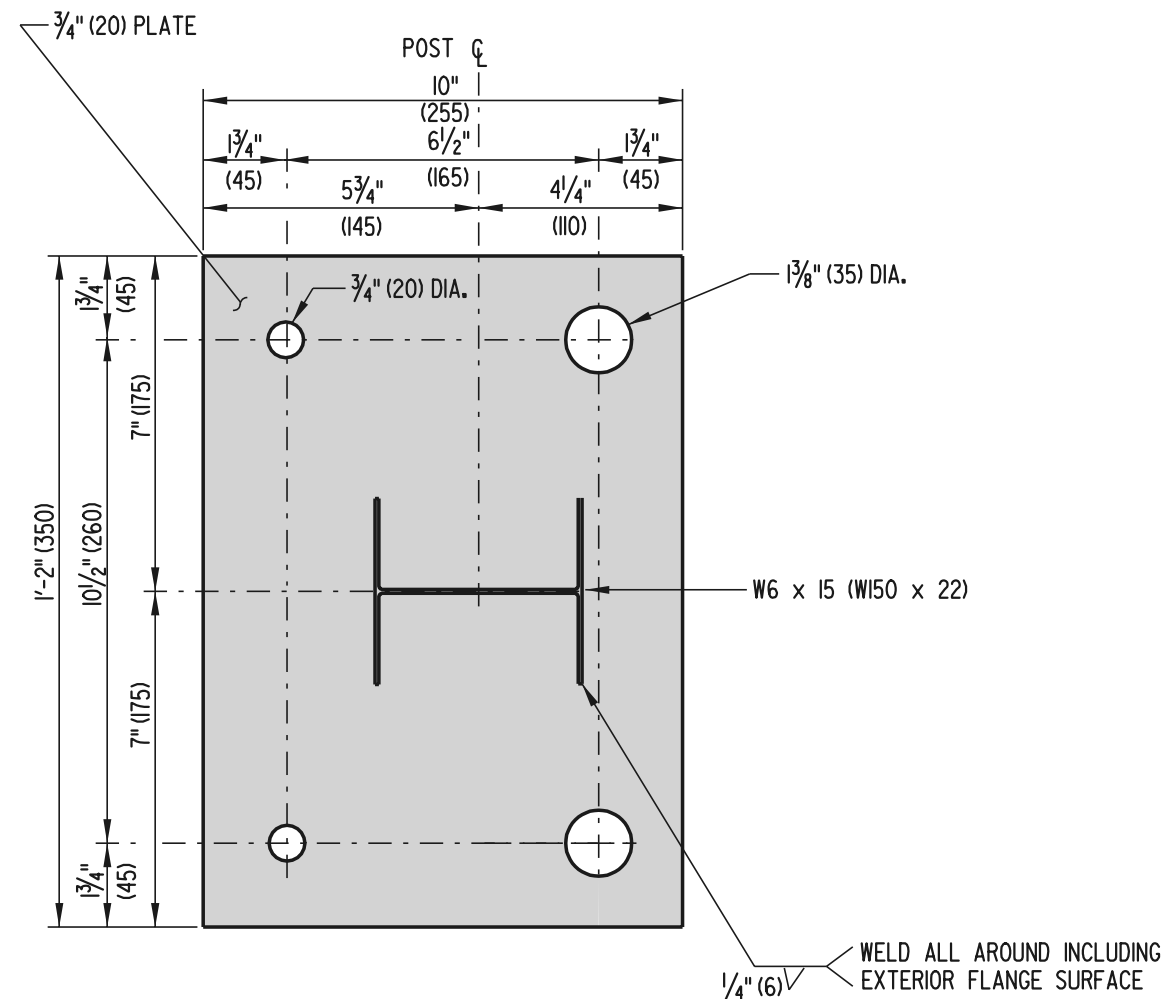
BRIDGE RAIL RETROFIT, TYPE 2

STANDARD NO. **B-11 (2004)**

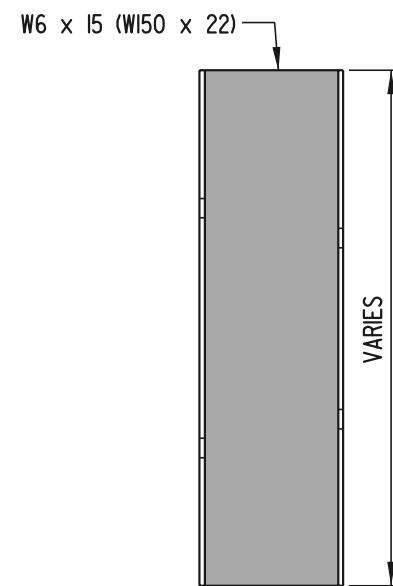
SHT. **1** OF **4**

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

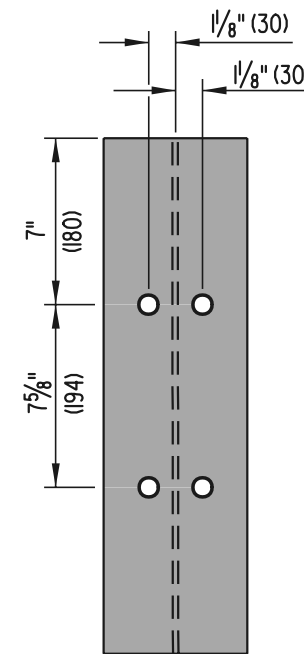
RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE



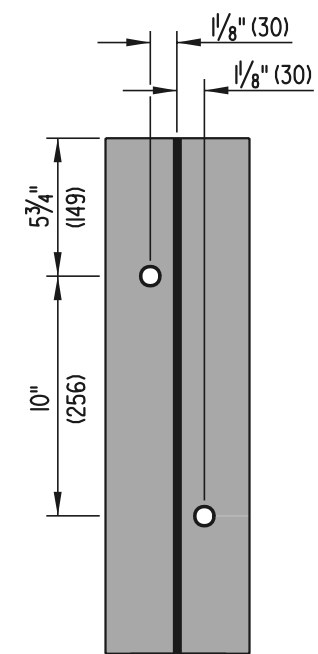
BASE PLATE DETAIL



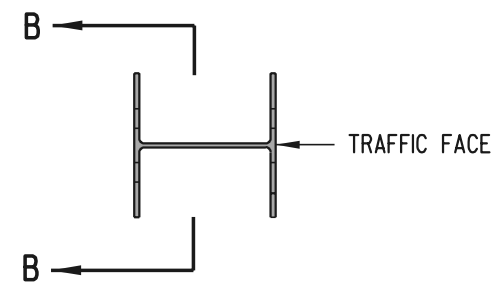
SIDE



FRONT



SECTION B-B



PLAN

W6 x 15 (W150 x 22) STEEL GUARDRAIL POST



DELAWARE
DEPARTMENT OF TRANSPORTATION

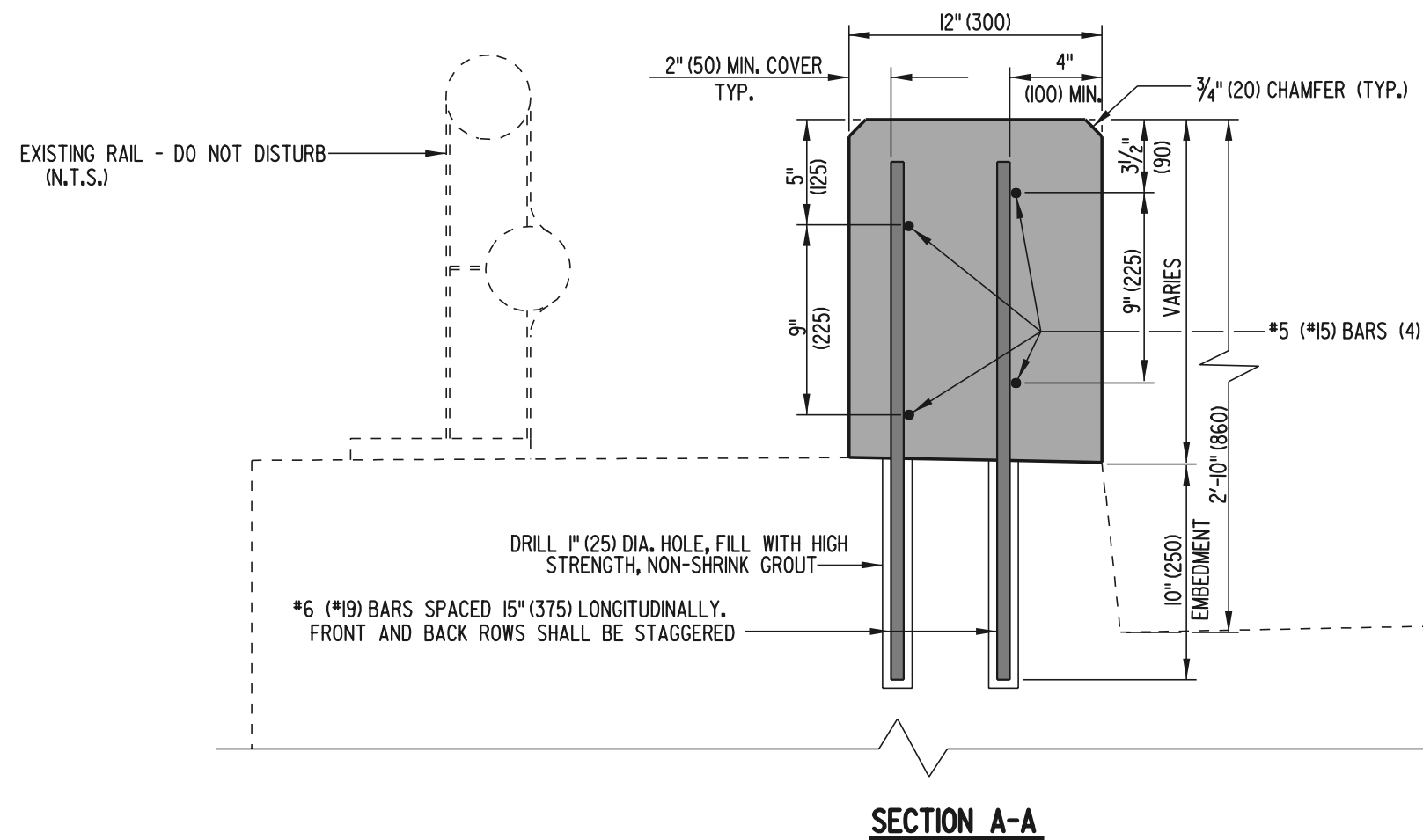
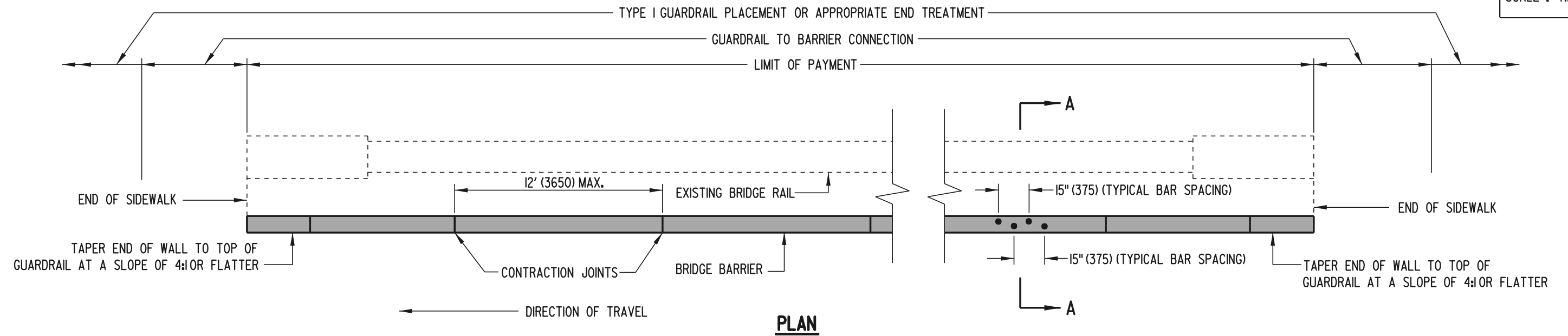
BRIDGE RAIL RETROFIT, TYPE 2

STANDARD NO. B-11 (2001)

SHT. 2 OF 2

APPROVED *Ryan M. Harkins* 6/18/01
CHIEF ENGINEER DATE
RECOMMENDED *Michael P. Gotsch* 6/18/01
DESIGN ENGINEER DATE

SCALE : N.T.S.



NOTE: STANDARD GUARDRAIL TO BARRIER CONNECTIONS SHALL BE CONNECTED TO THE ENDS OF THE NEW BRIDGE BARRIER AND TRANSITIONED TO THE EXISTING GUARDRAIL.



DELAWARE
DEPARTMENT OF TRANSPORTATION

BRIDGE RAIL RETROFIT, TYPE 3

STANDARD NO. B-12 (2001)

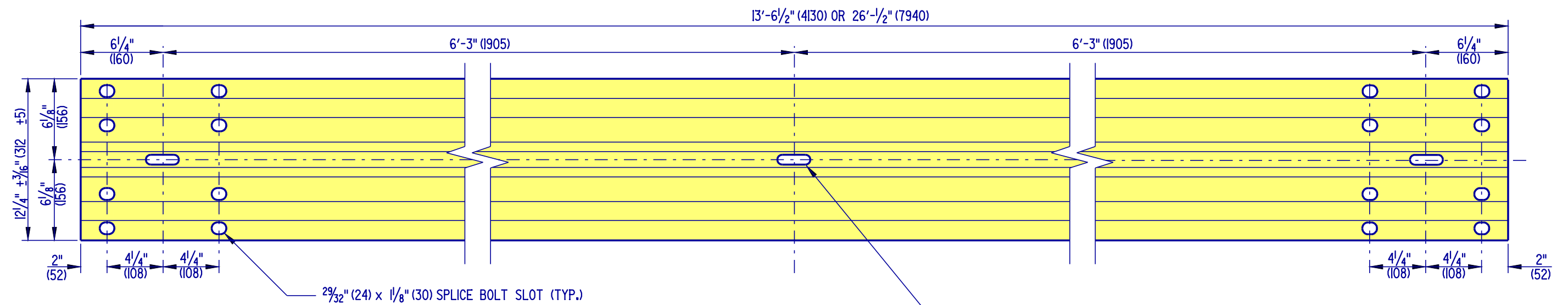
SHT. 1 OF 1

APPROVED

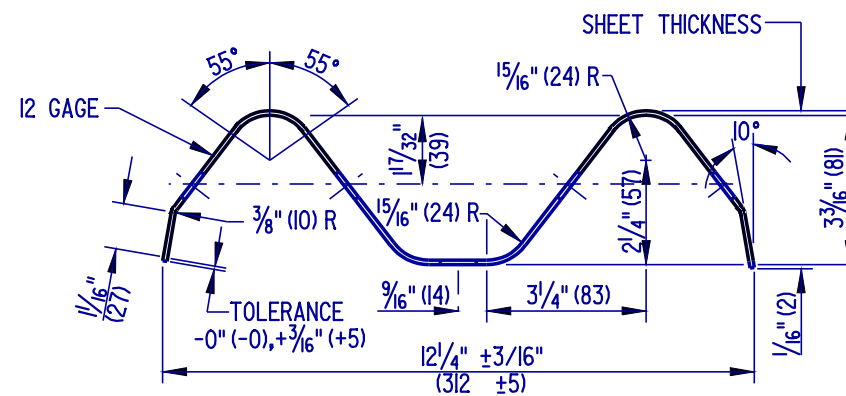
Ryan M. Harkness
CHIEF ENGINEER DATE 6/18/01

RECOMMENDED

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



W-BEAM ELEVATION



W-BEAM SECTION

NOTES: 1). TWO ADDITIONAL 3/4" (20) x 2 1/2" (65) SLOTS SHALL BE PROVIDED AT 6'-3" (1905) SPACING FOR BEAM LENGTH OF 26'-1/2" (7940).



DELAWARE
DEPARTMENT OF TRANSPORTATION

HARDWARE

STANDARD NO. B-13 (2004)

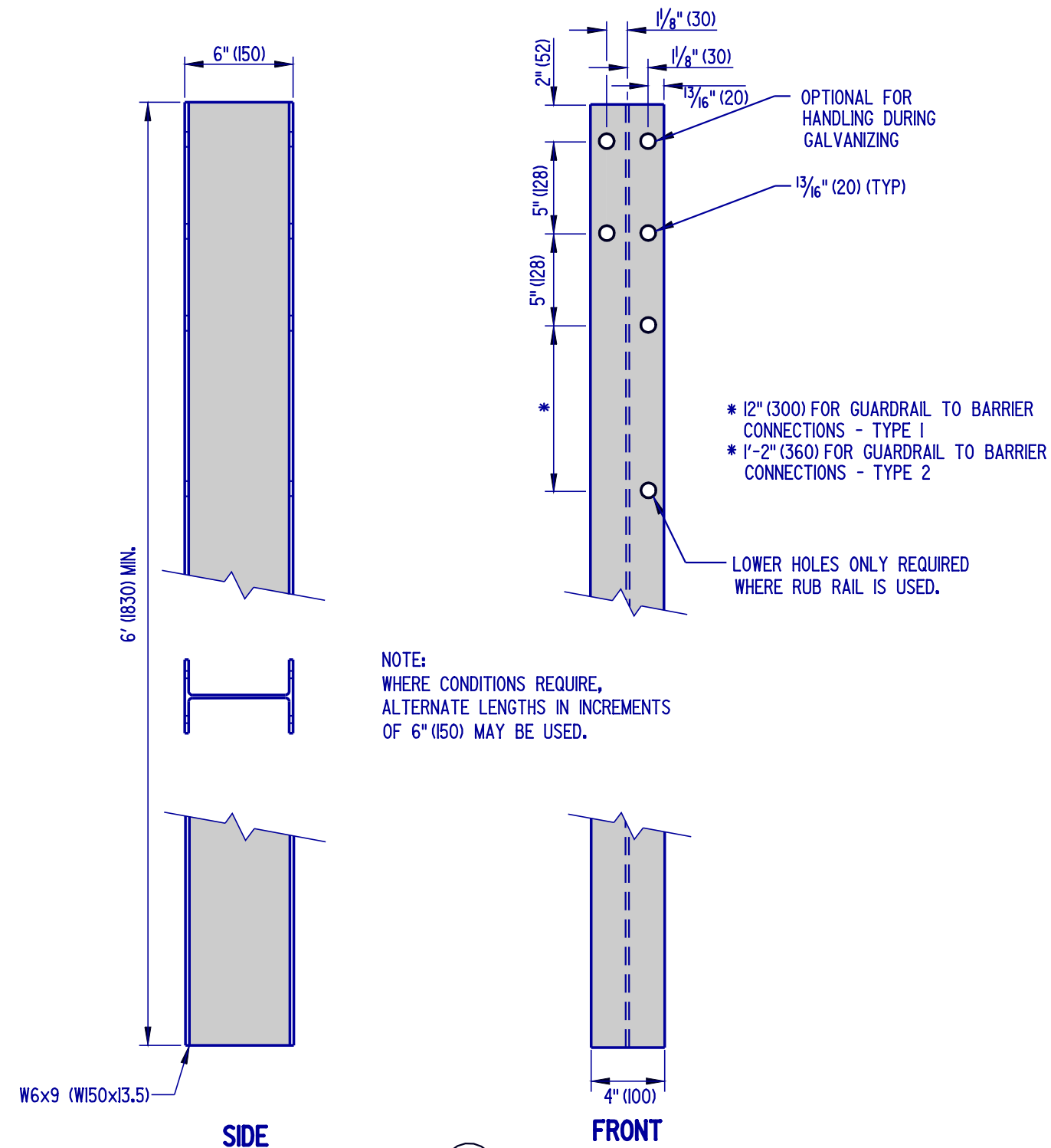
SHT. 1 OF 13

APPROVED

Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

RECOMMENDED

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



W-BEAM STEEL POST AND WOOD OFFSET BLOCK

OFFSET BLOCK 3

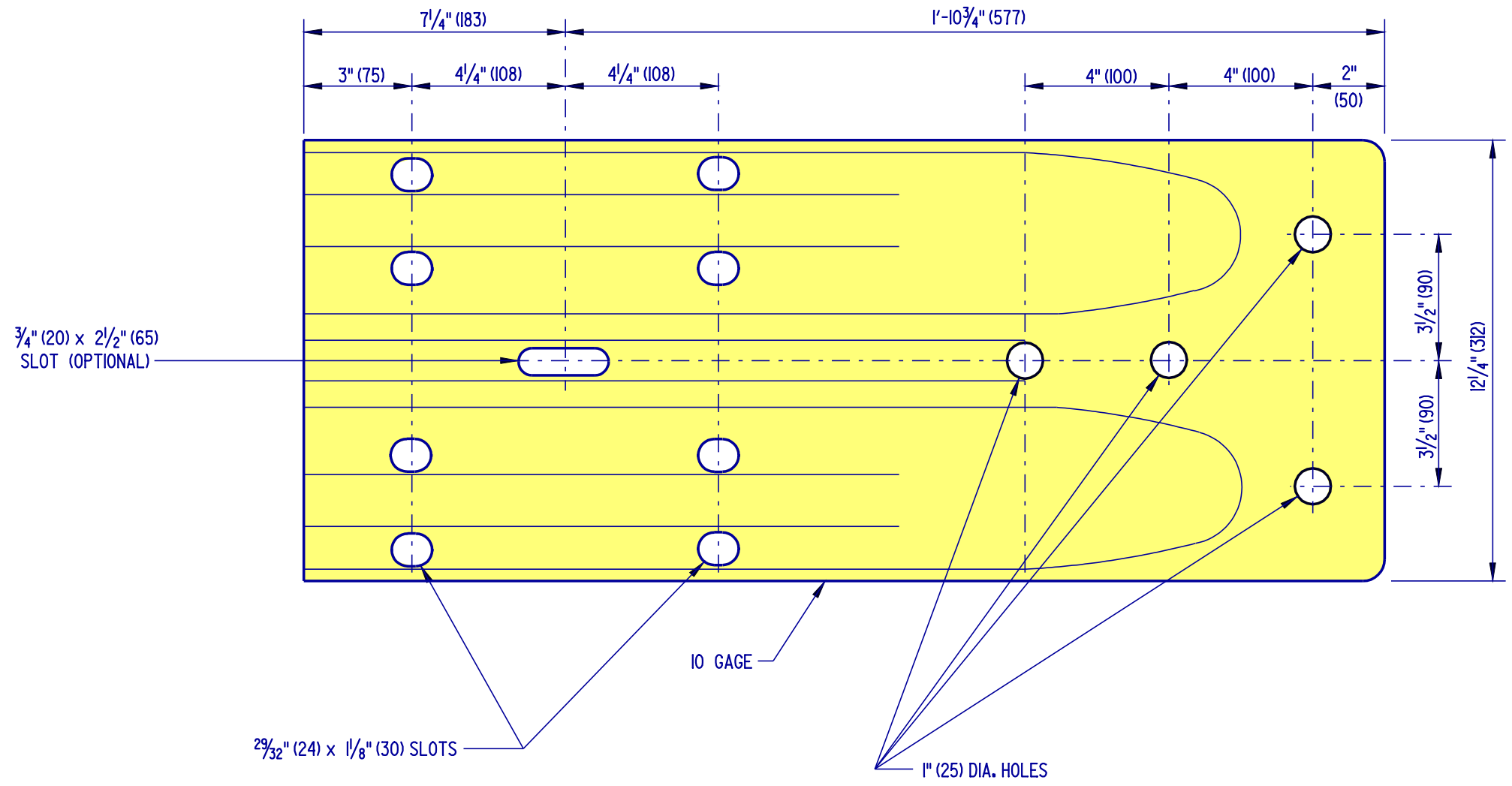
NOTE : ALL HOLES SHALL BE 13/16" (20) DIA. BOLT
HOLE PATTERN IS SYMMETRICAL WITH RESPECT
TO THE VERTICAL AXIS OF THE POST.



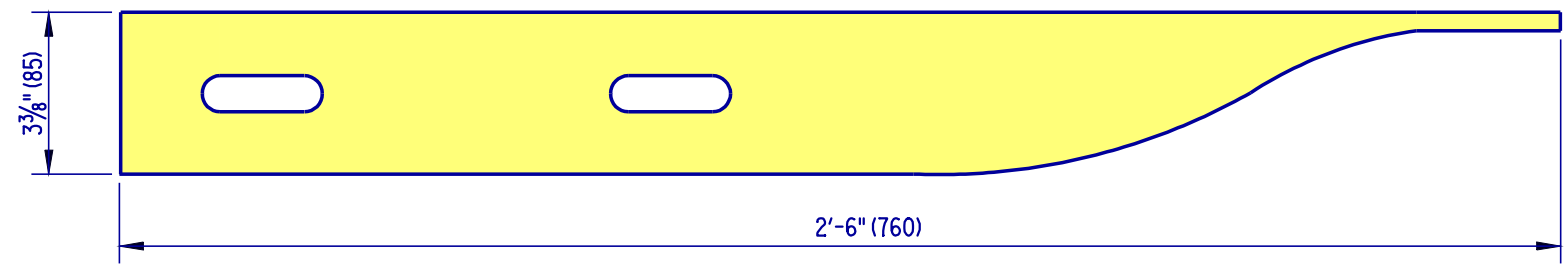
DELAWARE
DEPARTMENT OF TRANSPORTATION

| HARDWARE | | | | |
|--------------|-------------|------|---|-------|
| STANDARD NO. | B-13 (2004) | SHT. | 2 | OF 13 |

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




ELEVATION

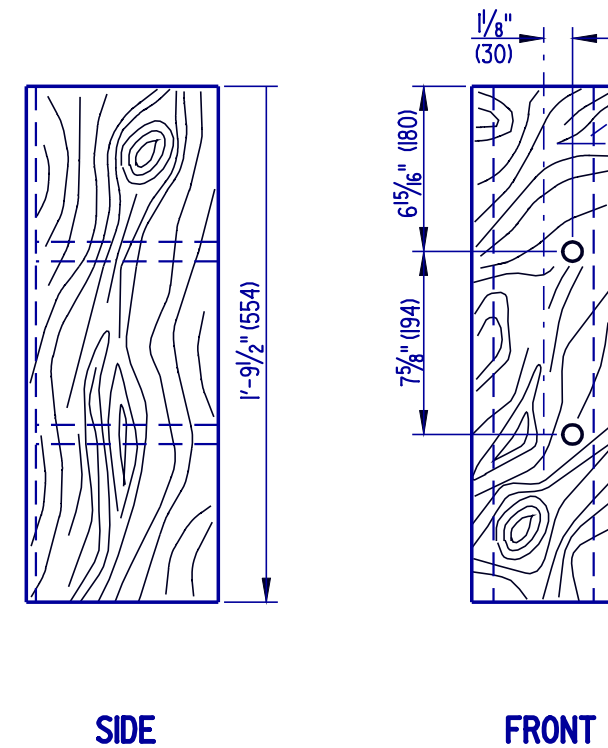
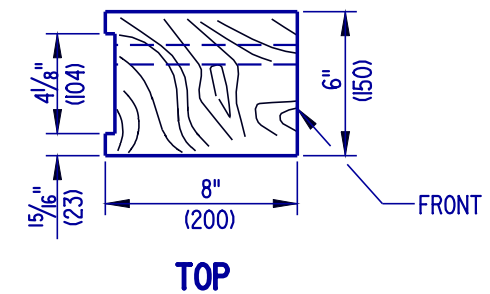
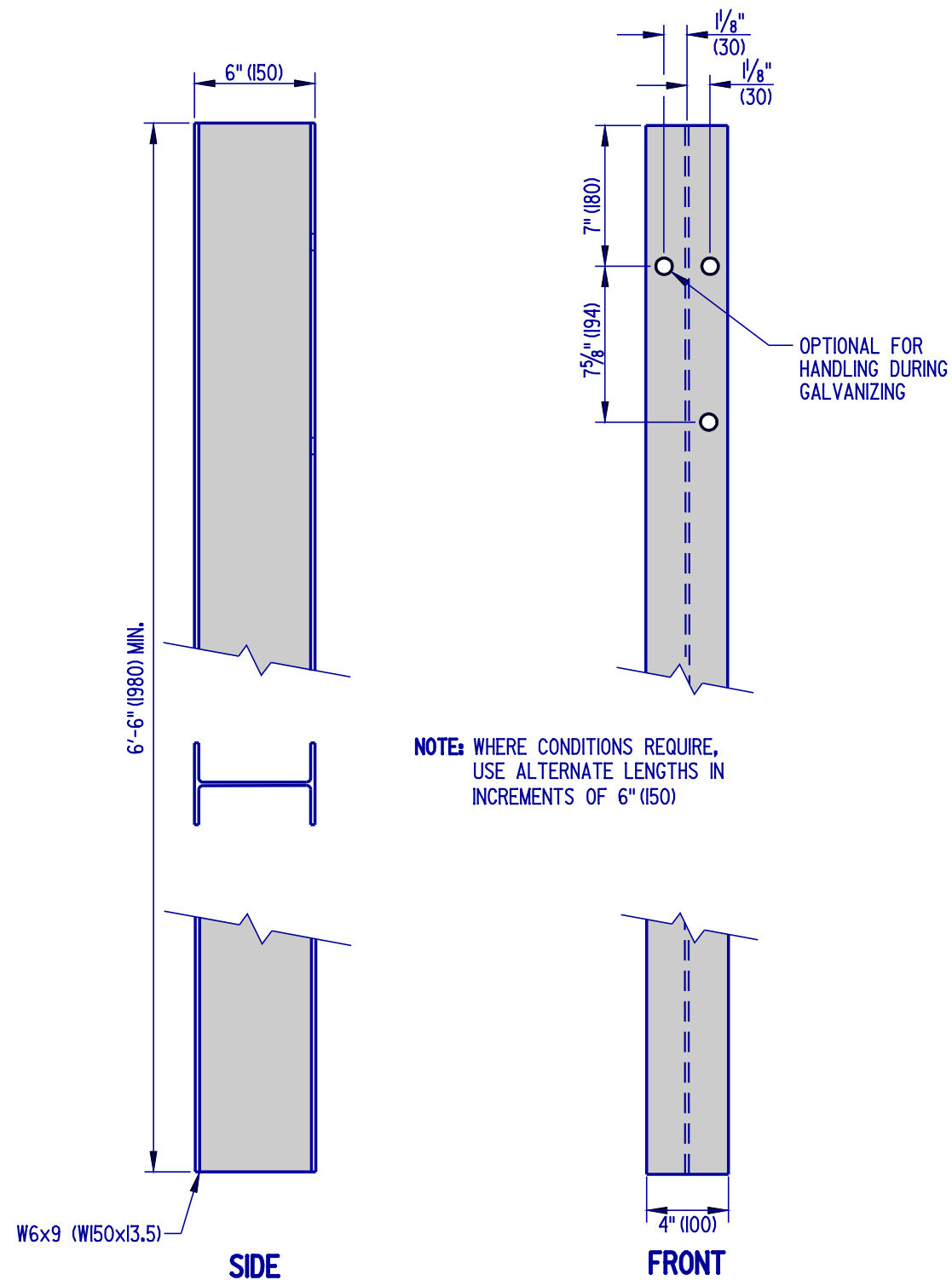


PLAN

W-BEAM TERMINAL CONNECTOR

5

| | | | | |
|--|--------------------------|--------|-------|--|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | HARDWARE | | | APPROVED <i>Carolann Wicks</i> 1/10/05 CHIEF ENGINEER DATE |
| | STANDARD NO. B-13 (2004) | SHT. 3 | OF 13 | RECOMMENDED <i>Dennis M. O'Flaherty</i> 1/3/05 DESIGN ENGINEER DATE |



OFFSET BLOCK

3

NOTE :
ALL HOLES SHALL BE 13/16" (20) DIA. BOLT HOLE
PATTERN IS SYMMETRICAL WITH RESPECT TO THE
VERTICAL AXIS OF THE POST.



DELAWARE
DEPARTMENT OF TRANSPORTATION

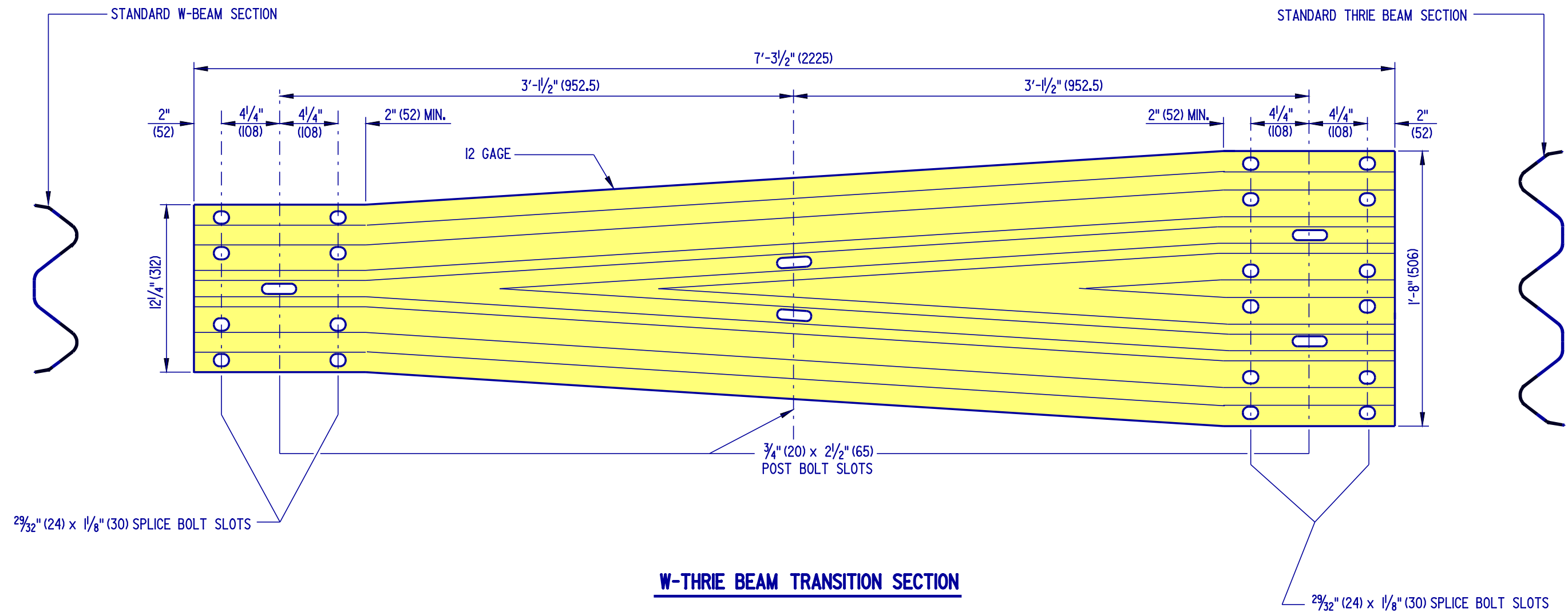
HARDWARE

STANDARD NO. B-13 (2004)

SHT. 5 OF 13

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

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



DELAWARE
DEPARTMENT OF TRANSPORTATION

HARDWARE

STANDARD NO. B-13 (2004)

SHT. 6 OF 13

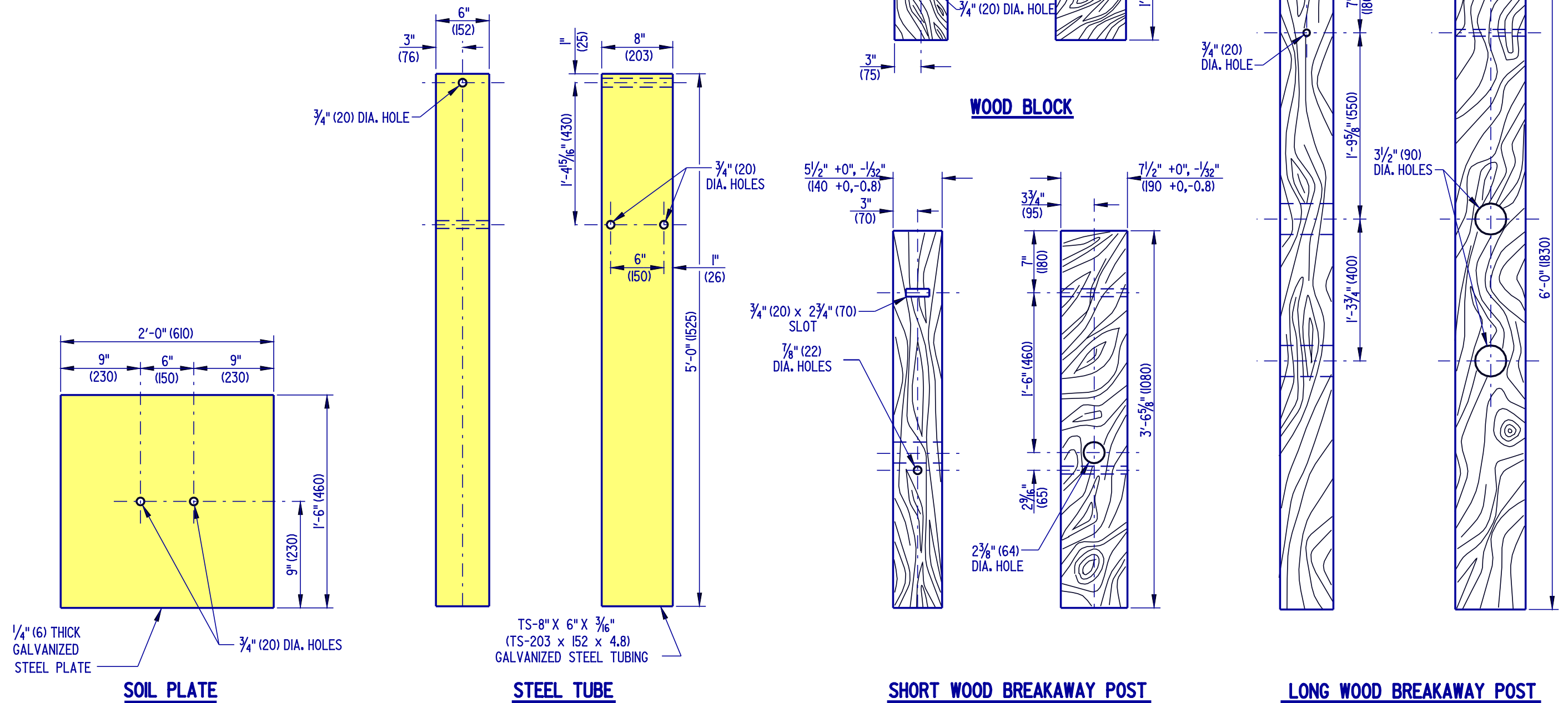
APPROVED

Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

RECOMMENDED

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

- NOTES :** 1). ALL HOLES SHALL BE DRILLED PRIOR TO GALVANIZING.
2). ALL WOOD SIZES ARE NOMINAL DIMENSIONS.



DELAWARE
DEPARTMENT OF TRANSPORTATION

STANDARD NO. B-13 (2004)

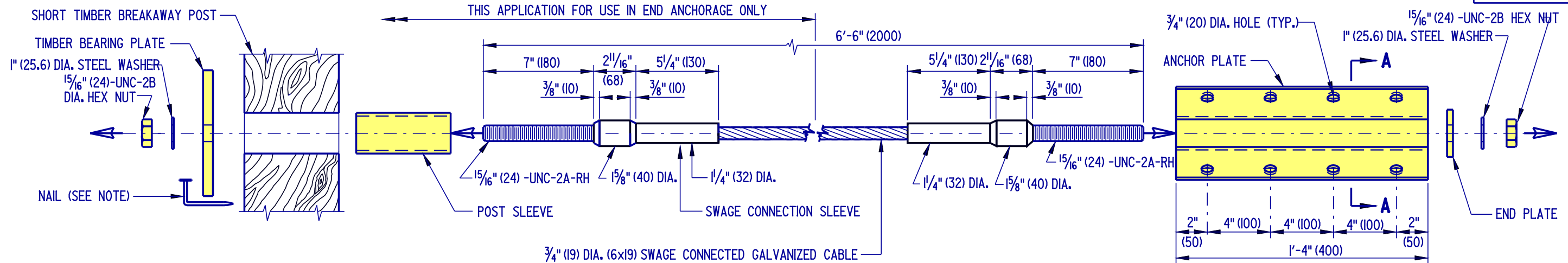
HARDWARE

SHT. 7 OF 13

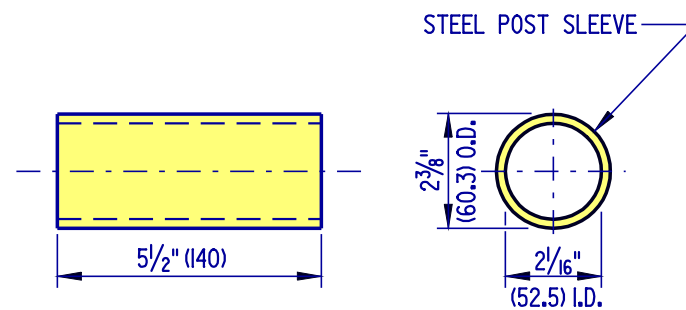
APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE

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

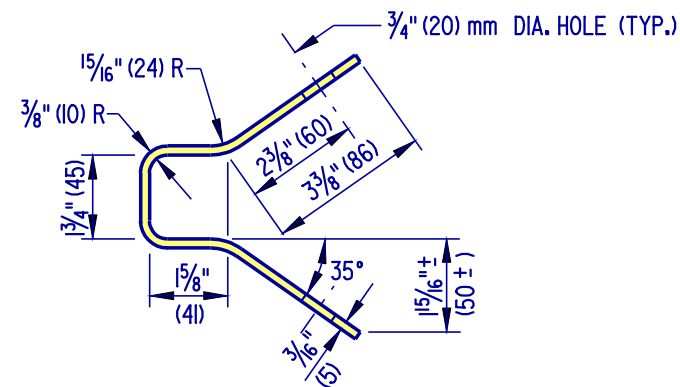
SCALE : N.T.S.



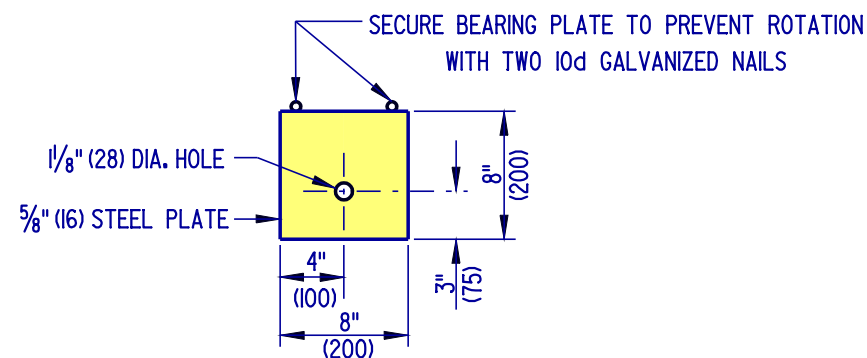
SWAGED CABLE ASSEMBLY AND RELATED HARDWARE ASSEMBLY



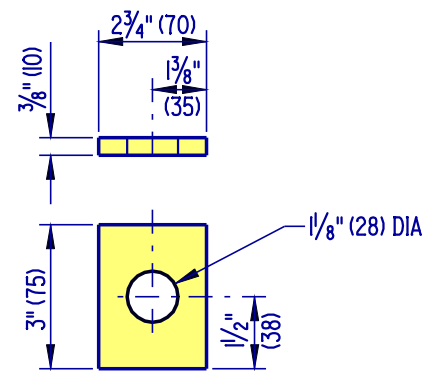
POST SLEEVE



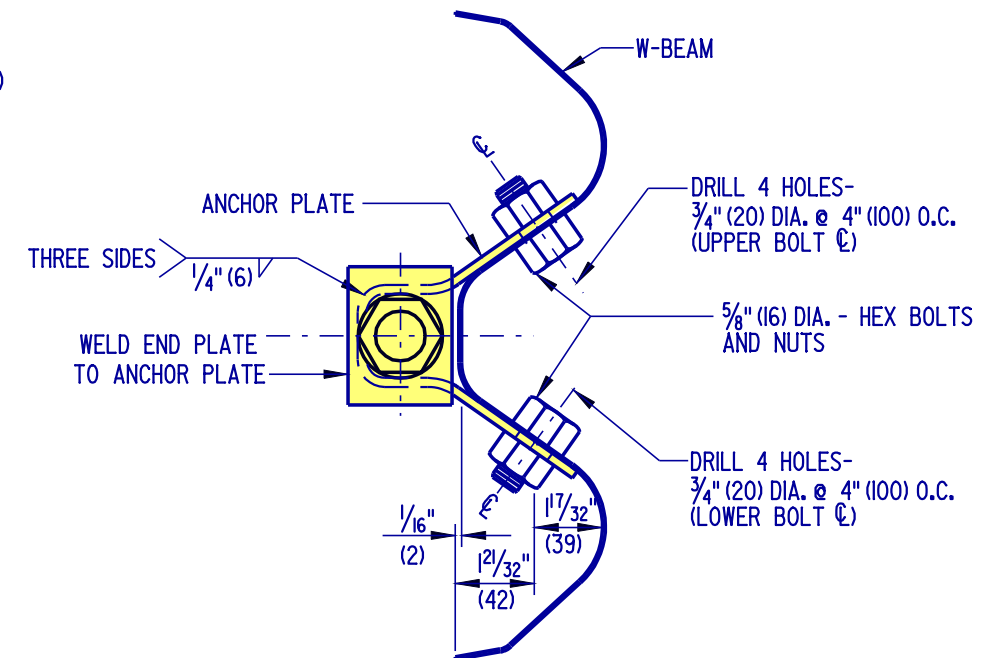
SECTION A-A



TIMBER BEARING PLATE



END PLATE



ANCHOR PLATE TO W-BEAM CONNECTION DETAIL

- NOTES: 1). TO ENSURE THAT THE TIMBER BEARING PLATE REMAINS IN POSITION, 2 - 10d GALVANIZED STEEL NAILS SHALL BE DRIVEN IN THE SHORT TIMBER BREAKAWAY POST, AND BENT OVER BEARING PLATE.
- 2). TIGHTEN ASSEMBLY UNTIL CABLE IS TAUGHT.
- 3). ALL HOLES SHALL BE DRILLED PRIOR TO GALVANIZING.



DELAWARE
DEPARTMENT OF TRANSPORTATION

STANDARD NO. B-13 (2004)

HARDWARE

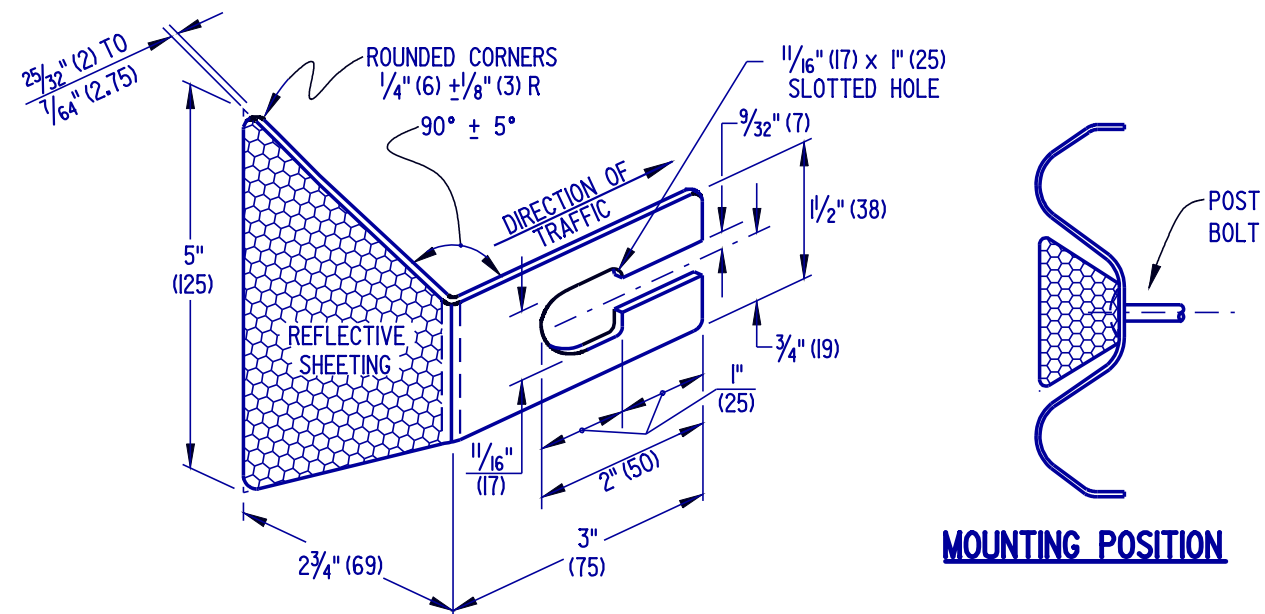
SHT. 8 OF 13

APPROVED

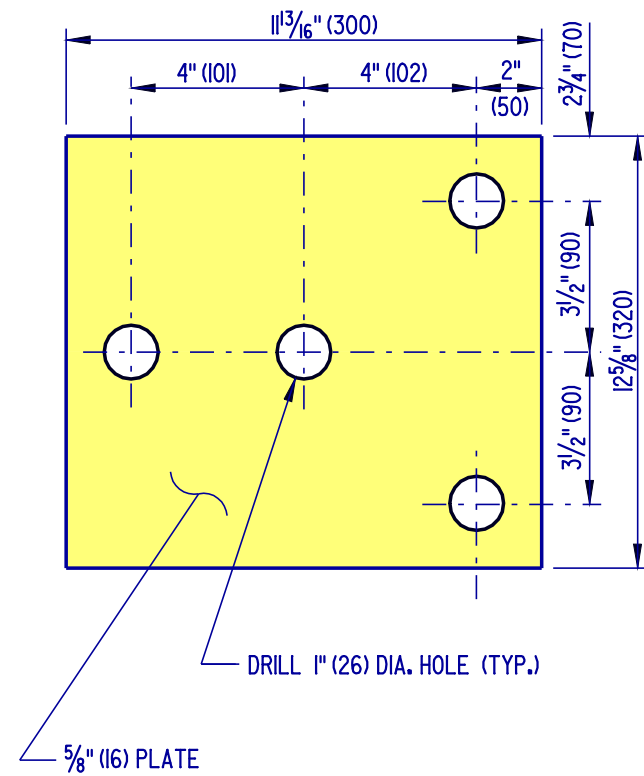
Carolann Wicks 1/10/05
CHIEF ENGINEER DATE

RECOMMENDED

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



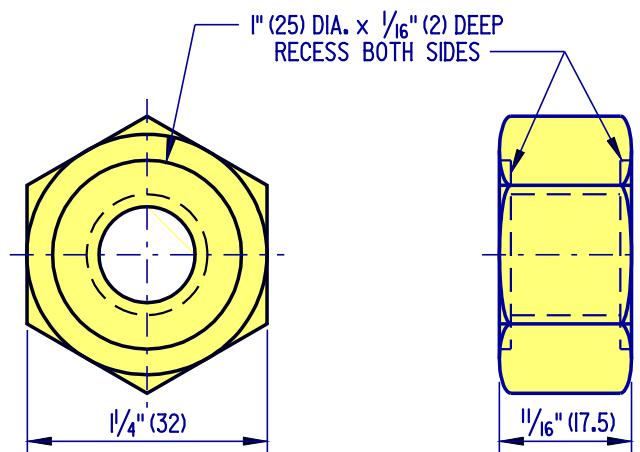
GUARDRAIL REFLECTOR



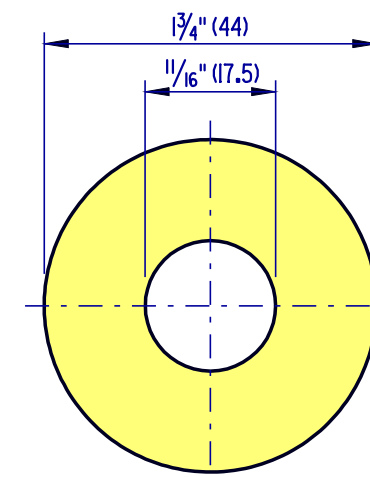
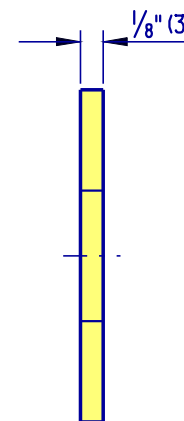
BEARING PLATE DETAIL

11



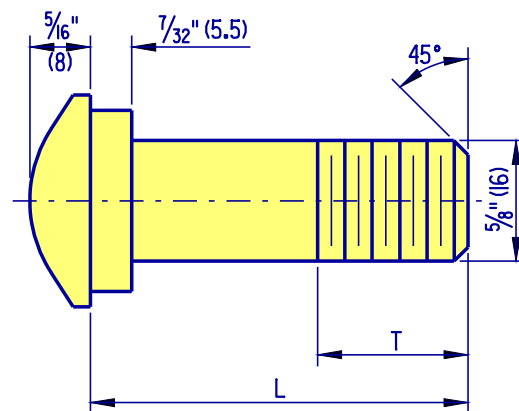


**RECESSED NUT
(FOR 5/8\" (16) GUARDRAIL BOLT)**

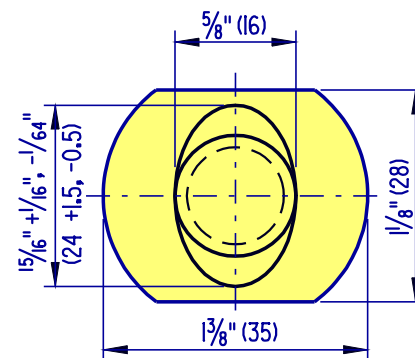


STEEL WASHER (FOR 5/8\" (16) GUARDRAIL BOLT)

NOTE: DIMENSION FOR WASHER THICKNESS IS APPROXIMATE BASED ON METAL THICKNESS.



GUARDRAIL BOLT



| L | T (MIN.) |
|--------------|-------------------------|
| 1 1/4\" (35) | FULL THREAD LENGTH |
| 2\" (50) | FULL THREAD LENGTH |
| 4\" (100) | FULL THREAD LENGTH |
| 10\" (255) | 4\" (100) THREAD LENGTH |
| 18\" (460) | 4\" (100) THREAD LENGTH |

- NOTES : 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16\" (2).
2. IF THE BOLT EXTENDS MORE THAN 1/2\" (12) BEYOND THE NUT, THE BOLT SHALL BE TRIMMED BACK AS PER THE DEPARTMENT'S SPECIFICATIONS.



DELAWARE
DEPARTMENT OF TRANSPORTATION

HARDWARE

STANDARD NO. B-13 (2004)

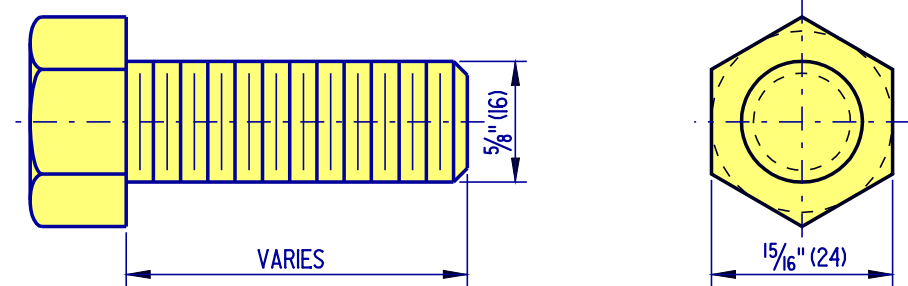
SHT. 10 OF 13

APPROVED

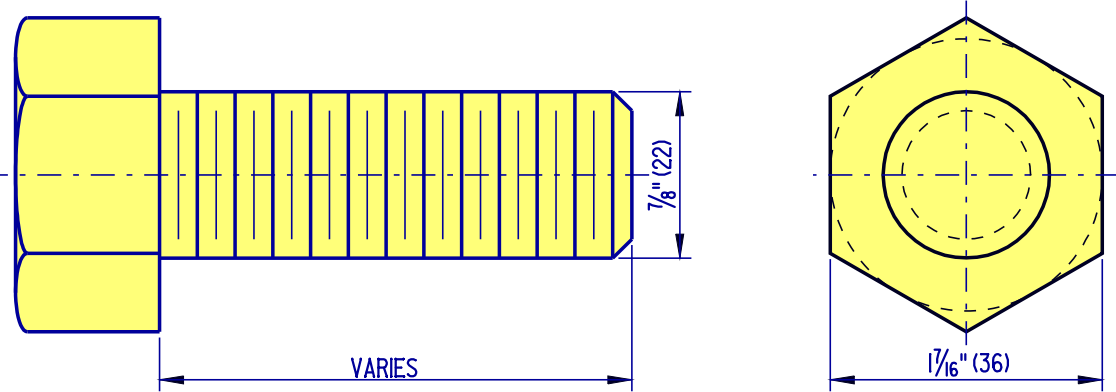
Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

RECOMMENDED

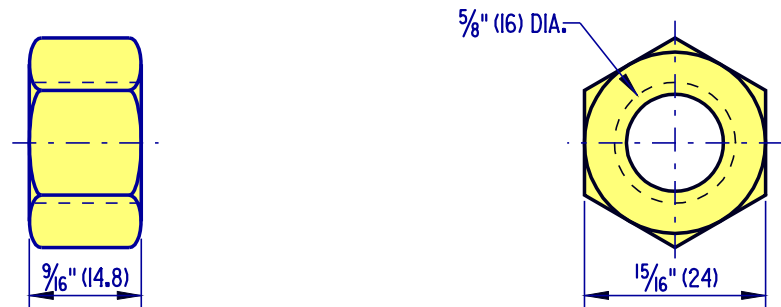
Dennis M. O'Flaherty
DESIGN ENGINEER
DATE 1/13/05



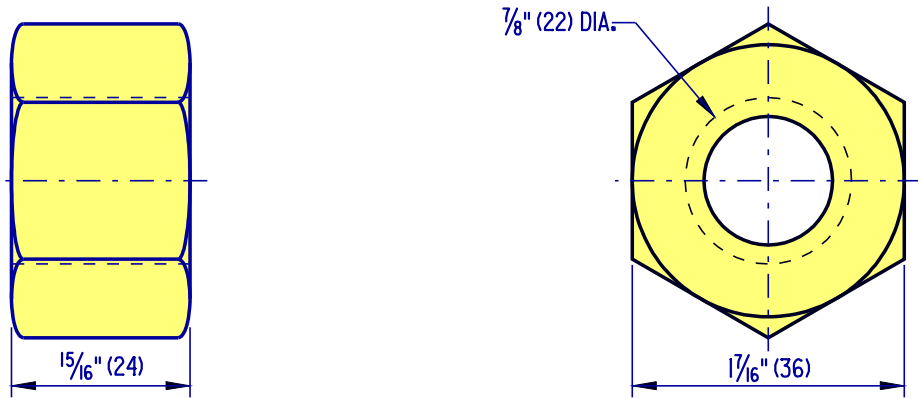
5/8" (16) HEX BOLT



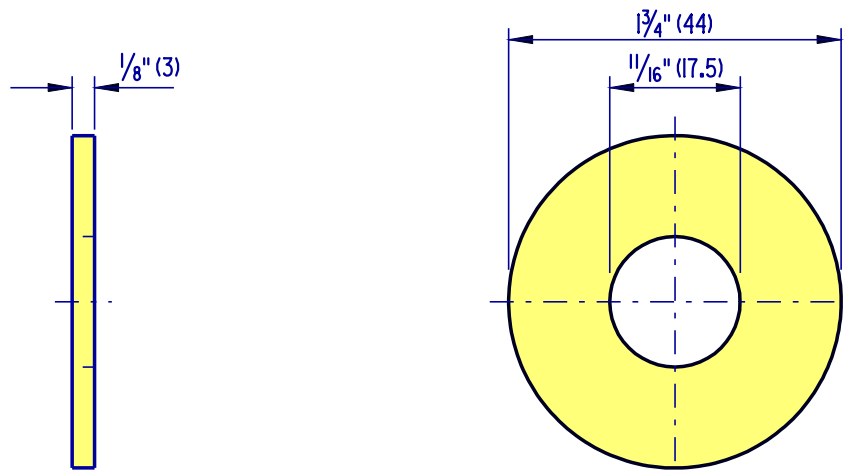
HIGH-STRENGTH STRUCTURAL HEX BOLT



5/8" (16) HEX NUT



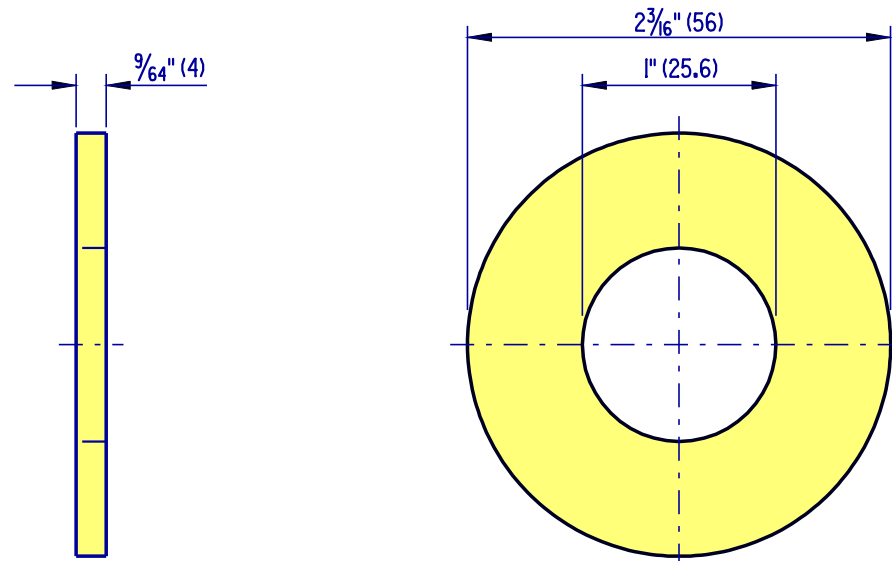
HIGH-STRENGTH STRUCTURAL HEX NUT



5/8" (16) STEEL WASHER

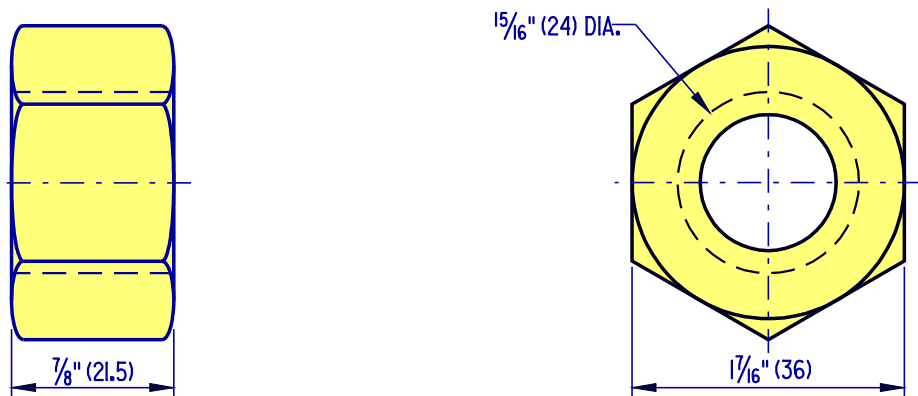
NOTE : DIMENSION FOR WASHER THICKNESS IS APPROXIMATE BASE METAL THICKNESS.





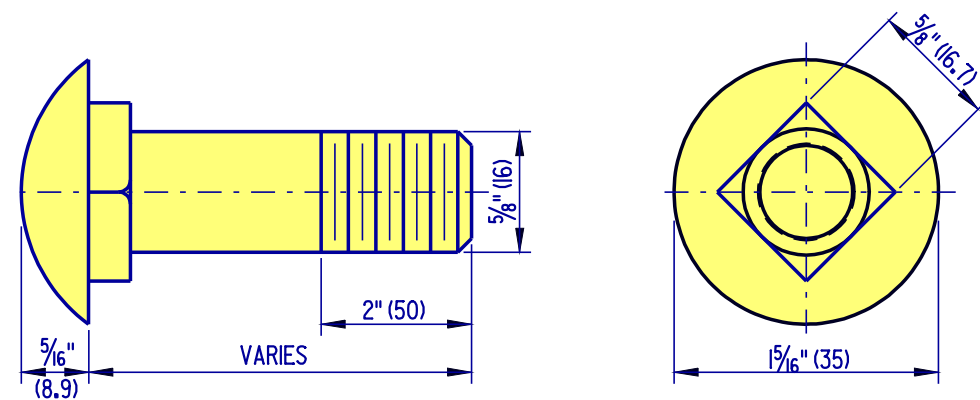
STEEL WASHER

NOTES : 1. FOR USE WITH SWAGED CABLE ASSEMBLAGE.
2. DIMENSION FOR WASHER THICKNESS IS APPROXIMATE BASE METAL THICKNESS.



$1\frac{5}{16}$ " (24) HEX NUT

NOTE : FOR USE WITH SWAGED CABLE ASSEMBLAGE.



$\frac{5}{8}$ " (16) CARRIAGE BOLT



DELAWARE
DEPARTMENT OF TRANSPORTATION

HARDWARE

STANDARD NO.

B-13 (2004)

SHT.

12

OF

13

APPROVED

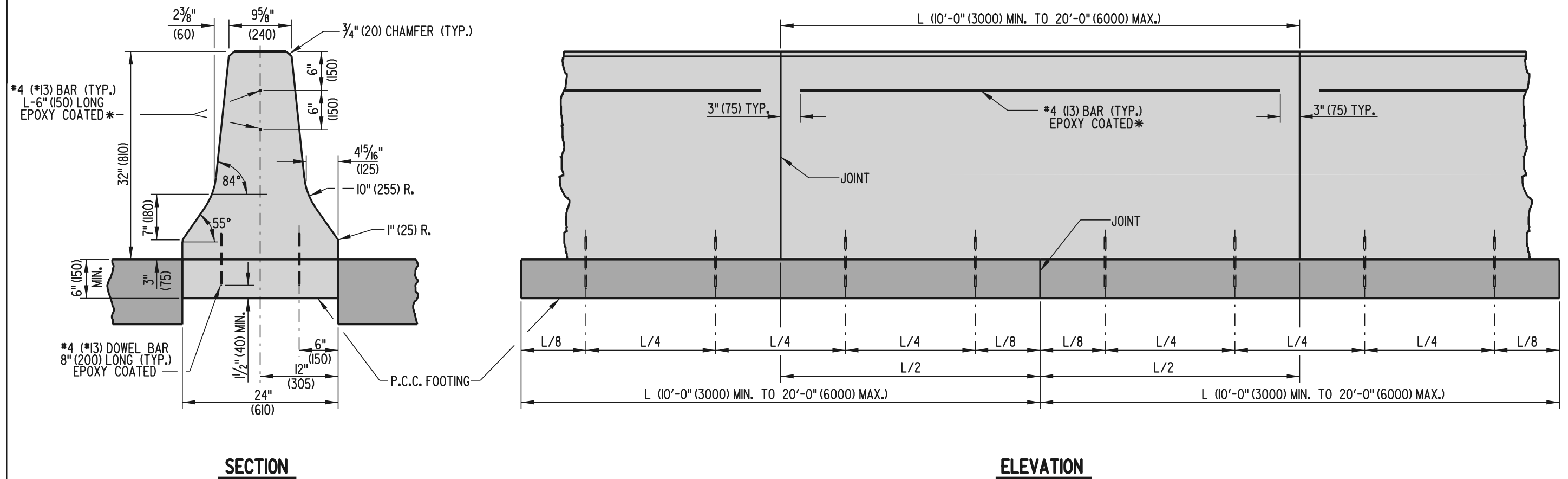
Carolann Wicks
CHIEF ENGINEER

1/10/05
DATE

RECOMMENDED

Dennis M. O'Flaherty
DESIGN ENGINEER

1/3/05
DATE



TYPICAL CAST-IN-PLACE OR SLIP-FORM CONSTRUCTION

* BAR SHALL BE CUT AT EVERY JOINT IF MADE CONTINUOUS FOR SLIP-FORM CONSTRUCTION



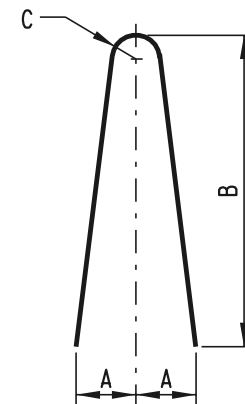
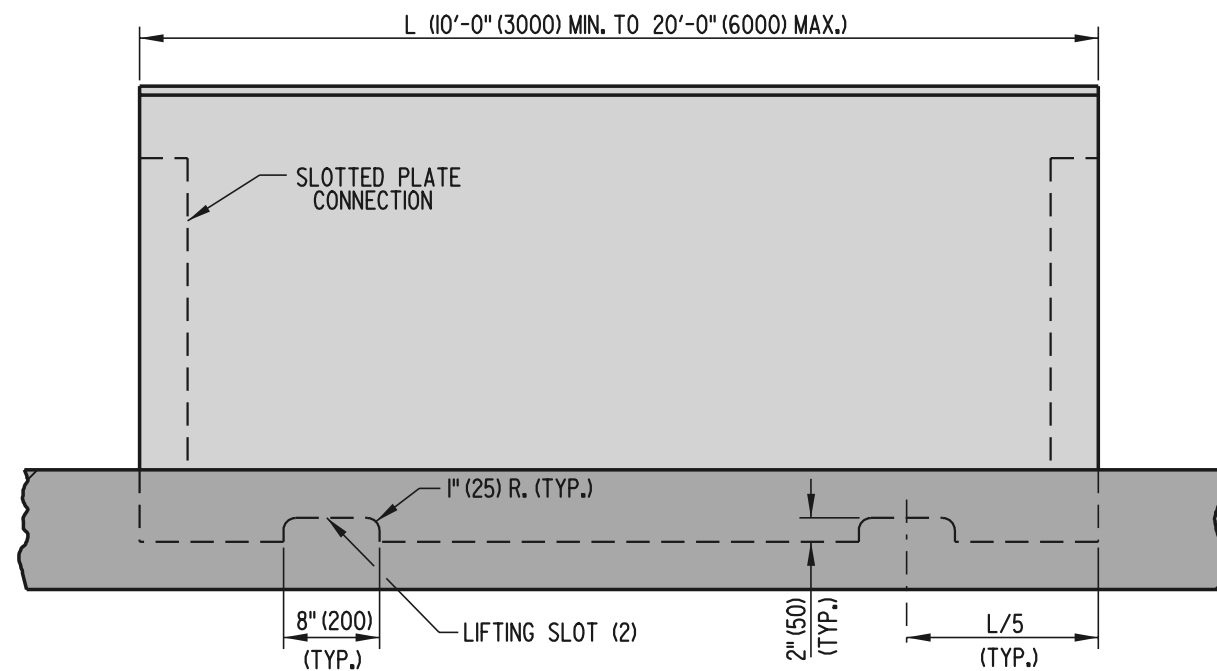
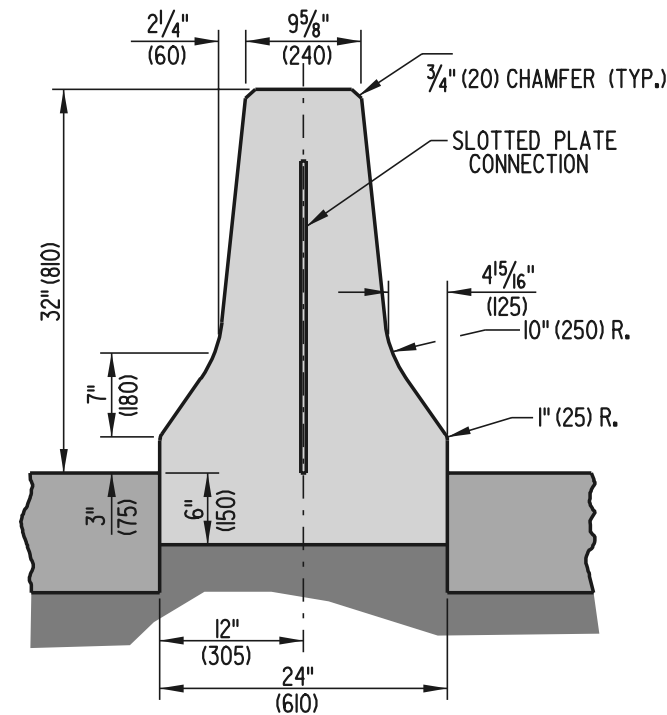
DELAWARE
DEPARTMENT OF TRANSPORTATION

CONCRETE SAFETY BARRIER (F SHAPE)

STANDARD NO. B-14 (2001)

SHT. 1 OF 3

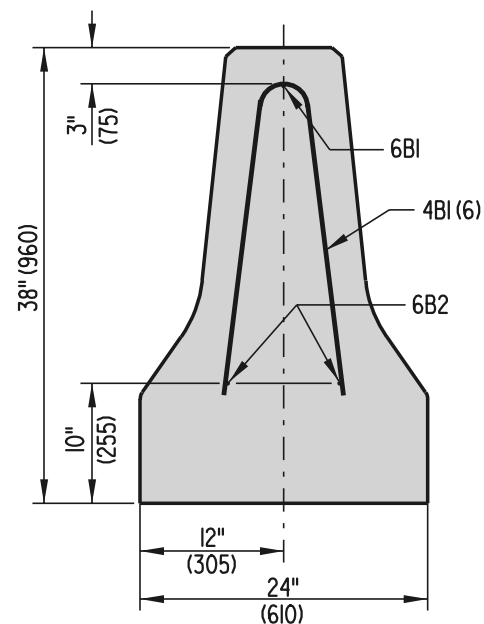
APPROVED *Ryan M. Harkness* 6/18/01
CHIEF ENGINEER DATE
RECOMMENDED *Mehmet Akpinar* 6/18/01
DESIGN ENGINEER DATE



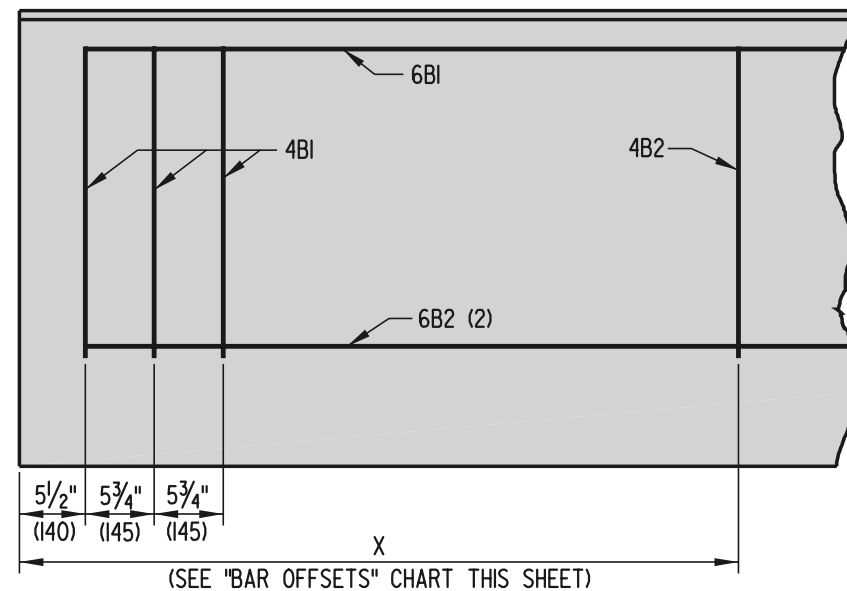
TYPE 'I' BAR

BAR OFFSETS

| NOMINAL LENGTH OF BARRIER UNIT | "X" | NO. REQ'D FOR EACH BARRIER UNIT |
|--------------------------------|-----------------|---------------------------------|
| 20' (6000) | 6' - 11" (2100) | 2 |
| 18' (5500) | 6' - 5" (1950) | 2 |
| 16' (5000) | 5' - 11" (1800) | 2 |
| 14' (4500) | 7' - 0" (2250) | 1 |
| 12' (4000) | 6' - 0" (2000) | 1 |
| 10' (3000) | 5' - 0" (1500) | 1 |



F' SHAPE BARRIER SECTION



ELEVATION

BAR LIST

| MARK | SIZE | NUMBER IN EACH SECTION | LENGTH | TYPE | A | B | C |
|------|--------|------------------------|--------------|------|----------|-----------|---------|
| 4B1 | 4 (13) | 6 | 4'-7" (1400) | I | 5" (125) | 26" (660) | 2" (50) |
| 4B2 | 4 (13) | ** | 4'-7" (1400) | I | 5" (125) | 26" (660) | 2" (50) |
| 6B1 | 6 (19) | 1 | * | STR. | | | |
| 6B2 | 6 (19) | 2 | * | STR. | | | |

* THE LENGTH OF BARS 6B1 AND 6B2 SHALL BE 11" (280) SHORTER IN LENGTH THAN THE NOMINAL SIZE OF THE BARRIER IN WHICH IT IS USED.
** SEE "BAR OFFSETS" CHART ON THIS SHEET FOR MORE INFORMATION.

NOTES: 1). CONCRETE CLEAR COVER FOR REINFORCING BARS SHALL BE 1 1/2" (40) MIN..



DELAWARE
DEPARTMENT OF TRANSPORTATION

CONCRETE SAFETY BARRIER (F SHAPE)

STANDARD NO. B-14 (2001)

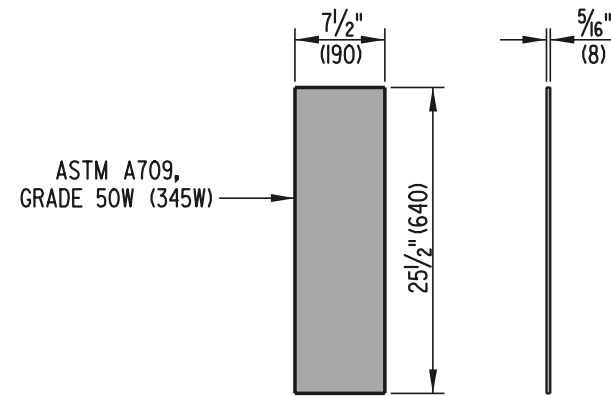
SHT. 2 OF 3

APPROVED

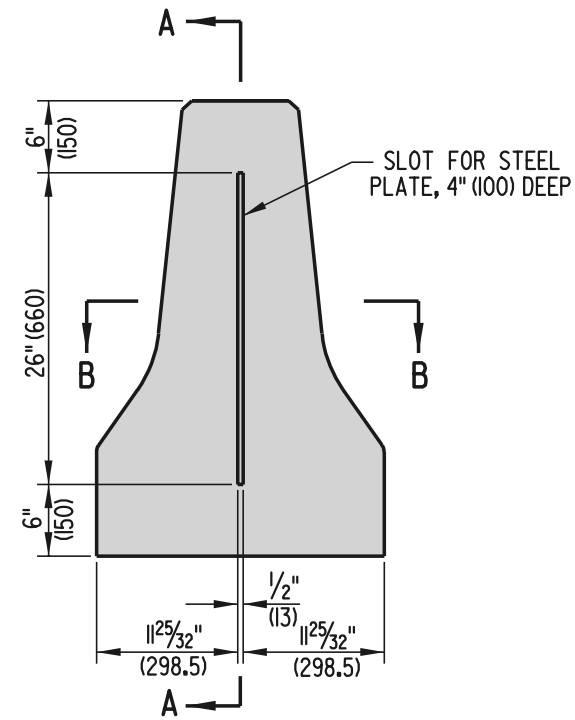
Ryan M. Harkins
CHIEF ENGINEER
DATE 6/18/01

RECOMMENDED

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

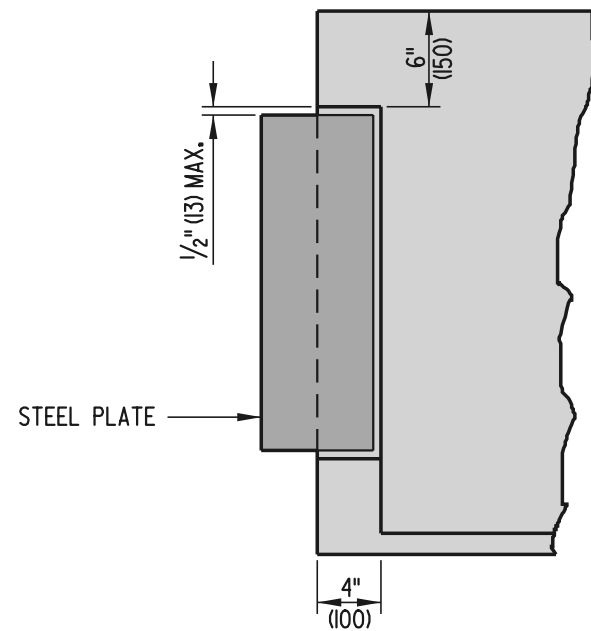


STEEL CONNECTOR PLATE

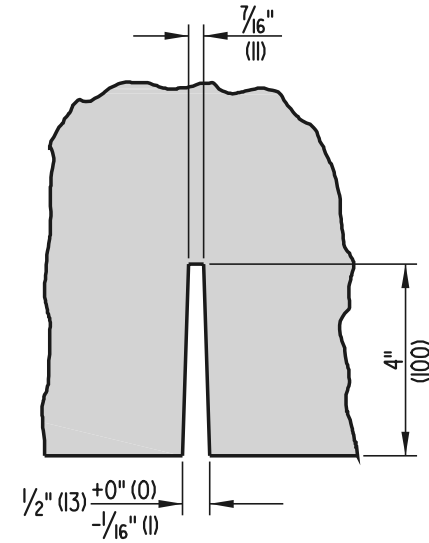


SLOT DIMENSIONS

CONCRETE SAFETY BARRIER, PRECAST CONSTRUCTION
'F' SHAPE BARRIER SECTION



SECTION A-A



SECTION B-B



DELAWARE
DEPARTMENT OF TRANSPORTATION

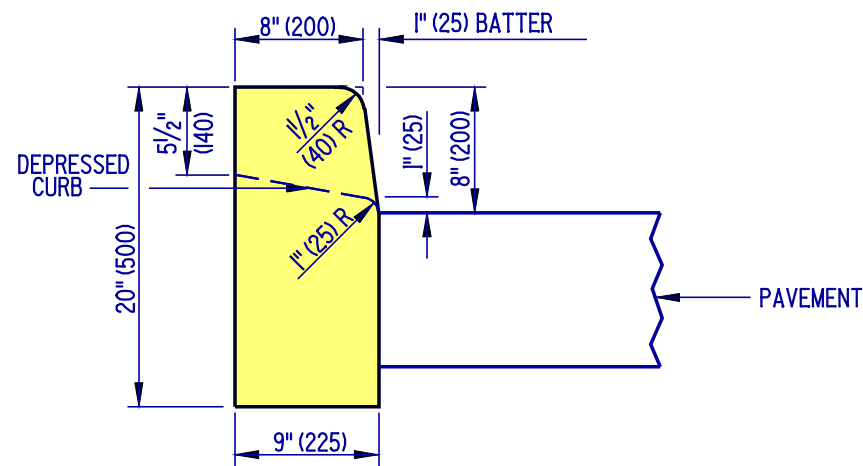
SLOTTED PLATE CONNECTION DETAILS

STANDARD NO. B-14 (2001)

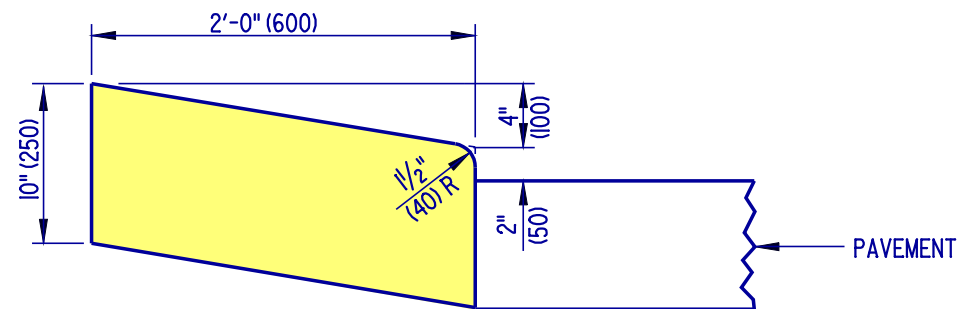
SHT. 3 OF 3

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

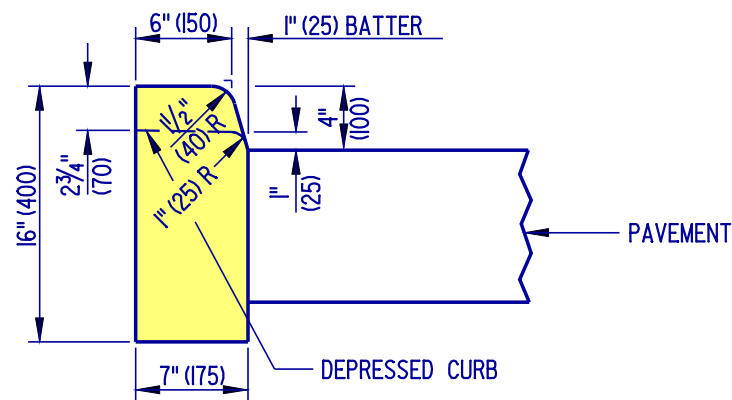
RECOMMENDED *Michael P. Gotsch* 6/18/01
DESIGN ENGINEER DATE



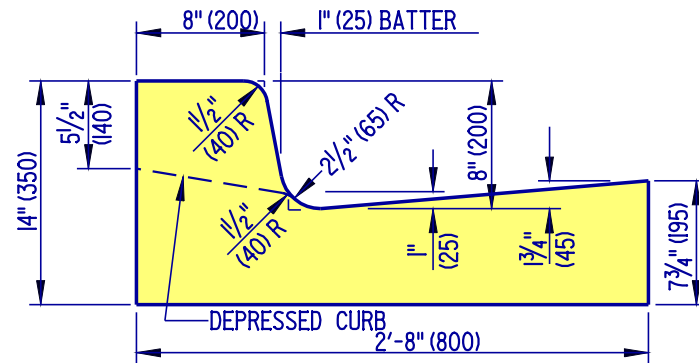
P.C.C. CURB
TYPE 1



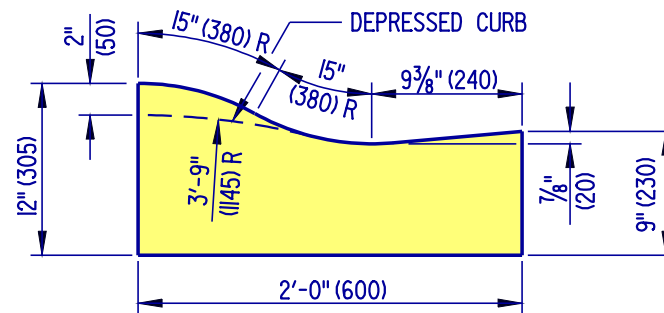
P.C.C. CURB
TYPE 2



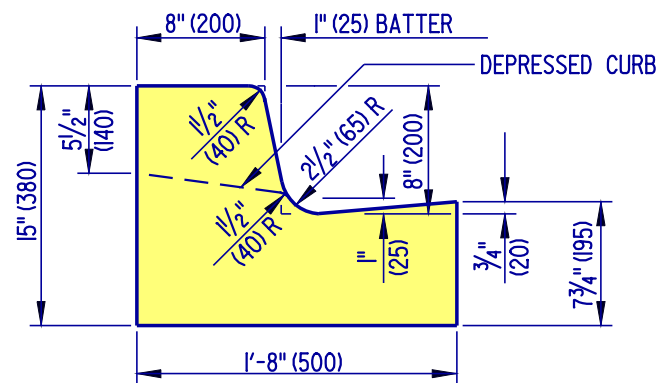
P.C.C. CURB
TYPE 3



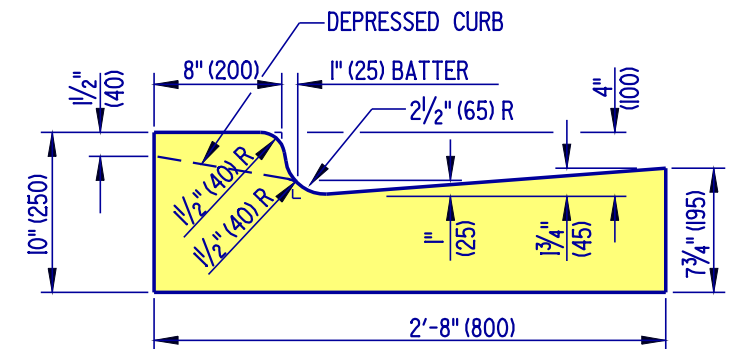
INTEGRAL P.C.C. CURB AND GUTTER
TYPE 1



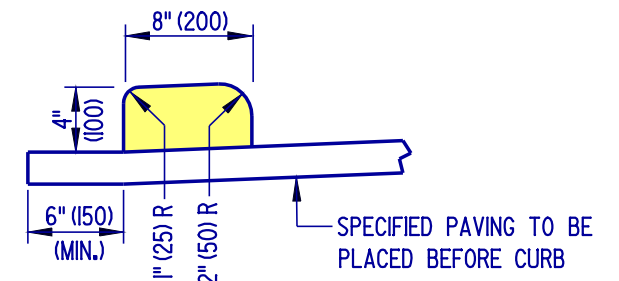
INTEGRAL P.C.C. CURB AND GUTTER
TYPE 2



INTEGRAL P.C.C. CURB AND GUTTER
TYPE 3



INTEGRAL P.C.C. CURB AND GUTTER
TYPE 4



HOT-MIX, HOT LAID BITUMINOUS
CONCRETE CURB

NOTES:

1. WHEN INTEGRAL P.C.C. CURB AND GUTTER IS PLACED ADJACENT TO PORTLAND CEMENT CONCRETE PAVEMENT, CONSTRUCT THE JOINT AS PER THE LONGITUDINAL JOINT SEALANT DETAIL ON STANDARD P-2, SHEET 3 OF 5. USE APPROVED JOINT FILLER TO SEAL. WORK TO BE PAID UNDER RESPECTIVE CURB AND GUTTER ITEM.
2. DEPRESS CURB AT DRIVEWAYS AS DETAILED.
3. DEPRESS CURB FLUSH WITH PAVEMENT AT CURB RAMPS. MAXIMUM SLOPE OF DEPRESSED CURB IS 1:2.



DELAWARE
DEPARTMENT OF TRANSPORTATION

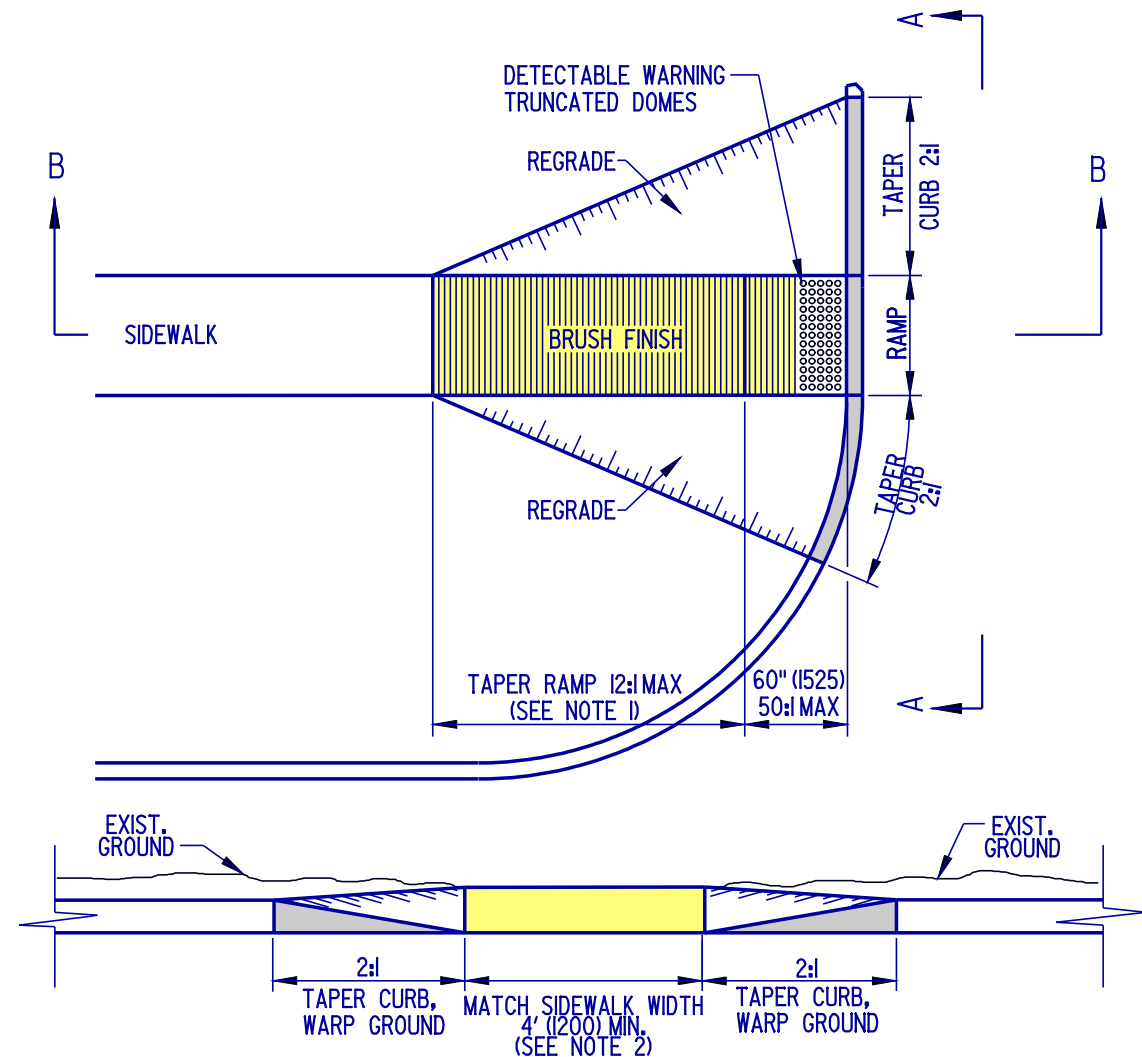
P.C.C. CURB, P.C.C. CURB & GUTTER, AND HOT-MIX CURB

STANDARD NO. C-1 (2004)

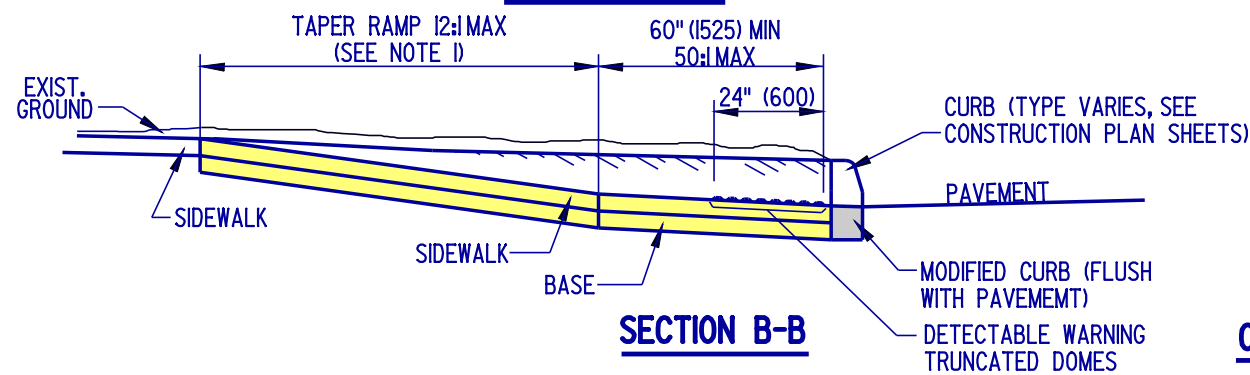
SHT. 1 OF 1

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

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

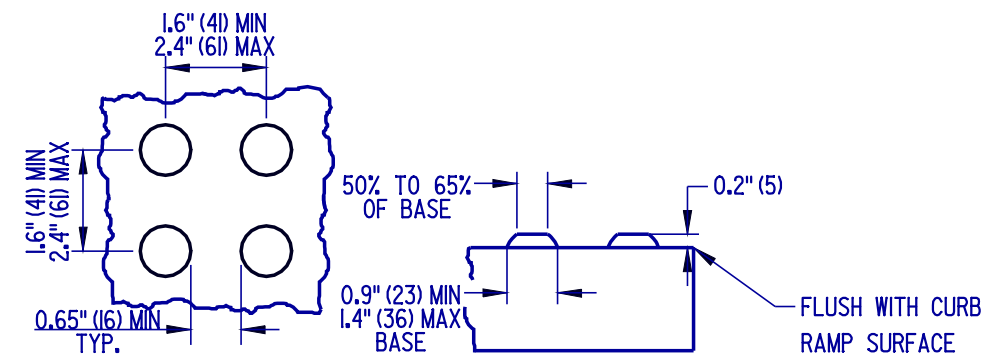


ELEVATION A-A



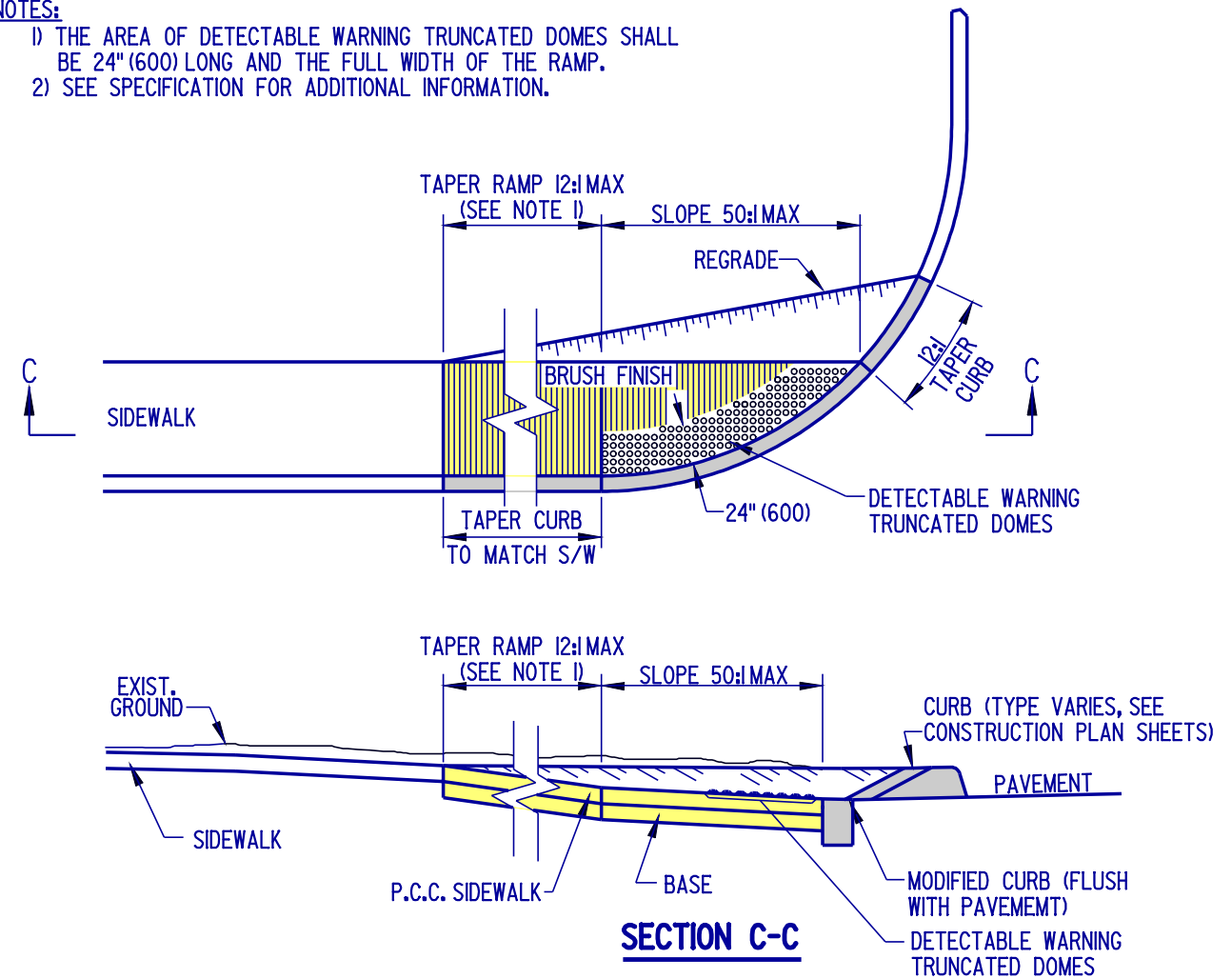
SECTION B-B

CURB RAMP, TYPE 1
PERPENDICULAR CURB RAMP



DETECTABLE WARNING TRUNCATED DOME DETAILS

- NOTES:
- 1) THE AREA OF DETECTABLE WARNING TRUNCATED DOMES SHALL BE 24" (600) LONG AND THE FULL WIDTH OF THE RAMP.
 - 2) SEE SPECIFICATION FOR ADDITIONAL INFORMATION.



SECTION C-C

- NOTES:
- 1). WHERE A 12:1 MAXIMUM SLOPE RAMP WILL NOT MEET THE SIDEWALK GRADE WITHIN A LENGTH OF 15' (4570) DUE TO STEEP ADJACENT ROADWAY, THE RAMP LENGTH MAY BE LIMITED TO 15' (4570), AND THE RAMP SLOPE ALLOWED TO EXCEED 12:1.
 - 2). RAMP WIDTH SHALL BE 4' (1200) MINIMUM, HOWEVER, 5' (1525) IS PREFERRED.

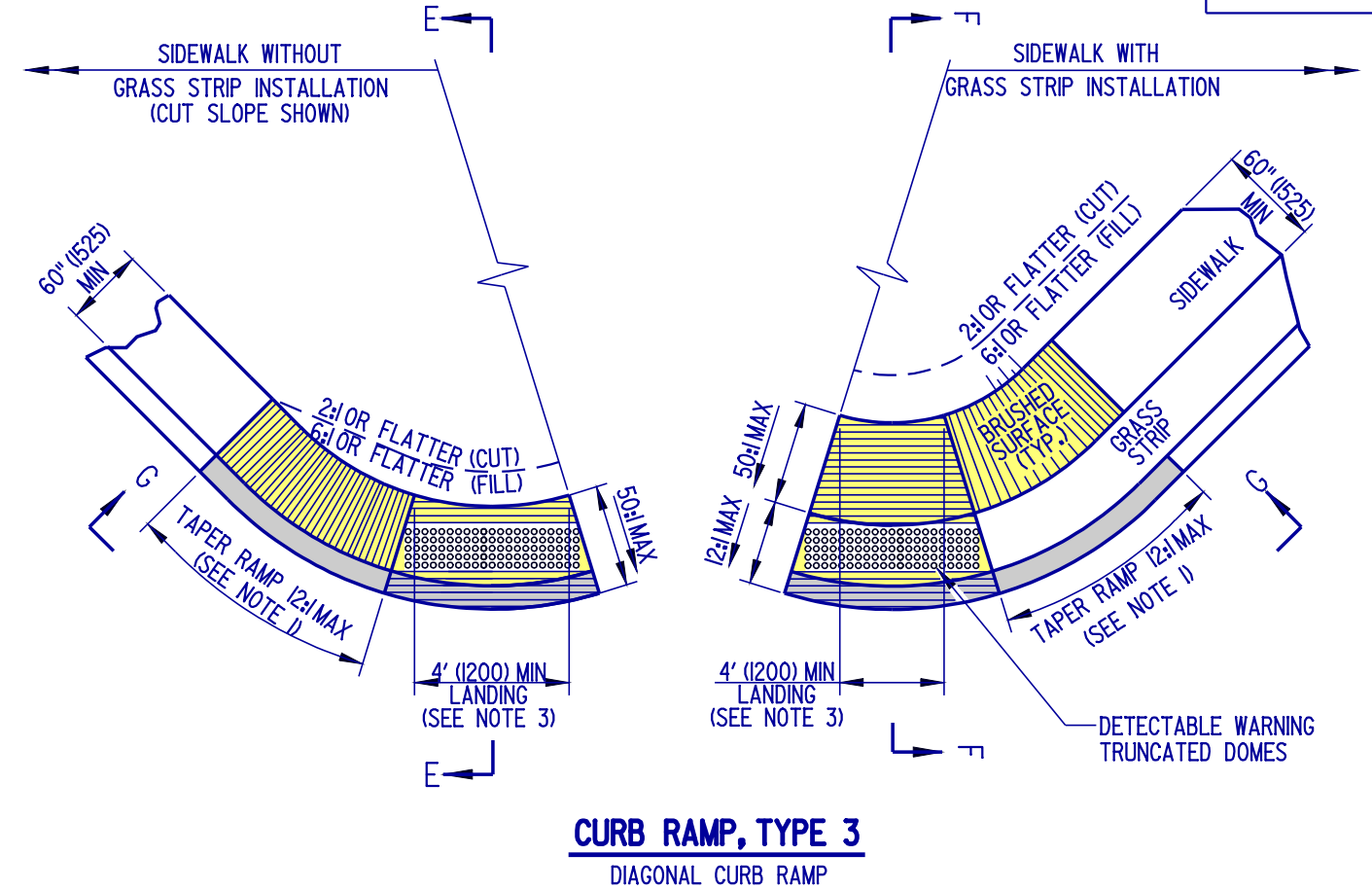
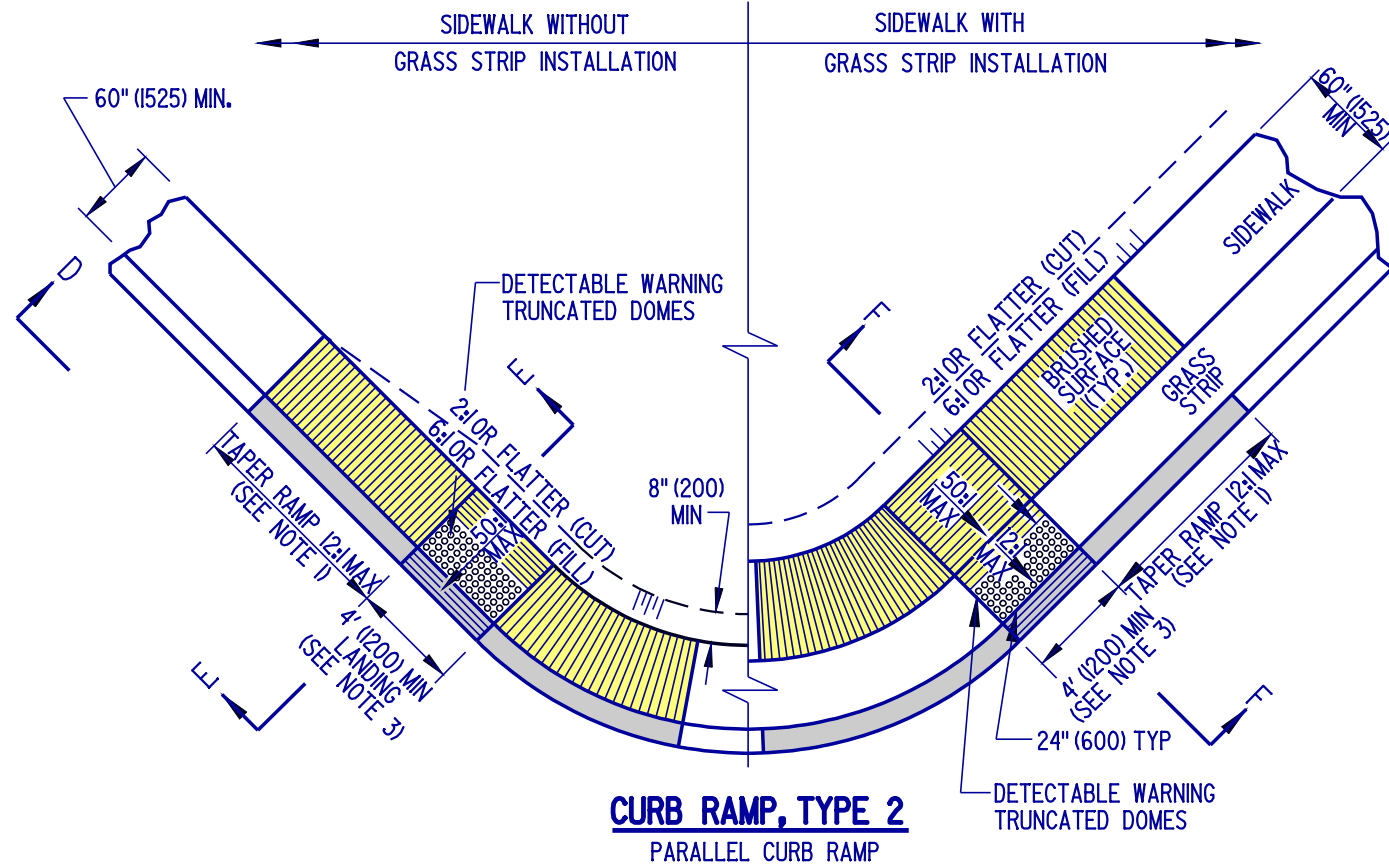


DELAWARE
DEPARTMENT OF TRANSPORTATION

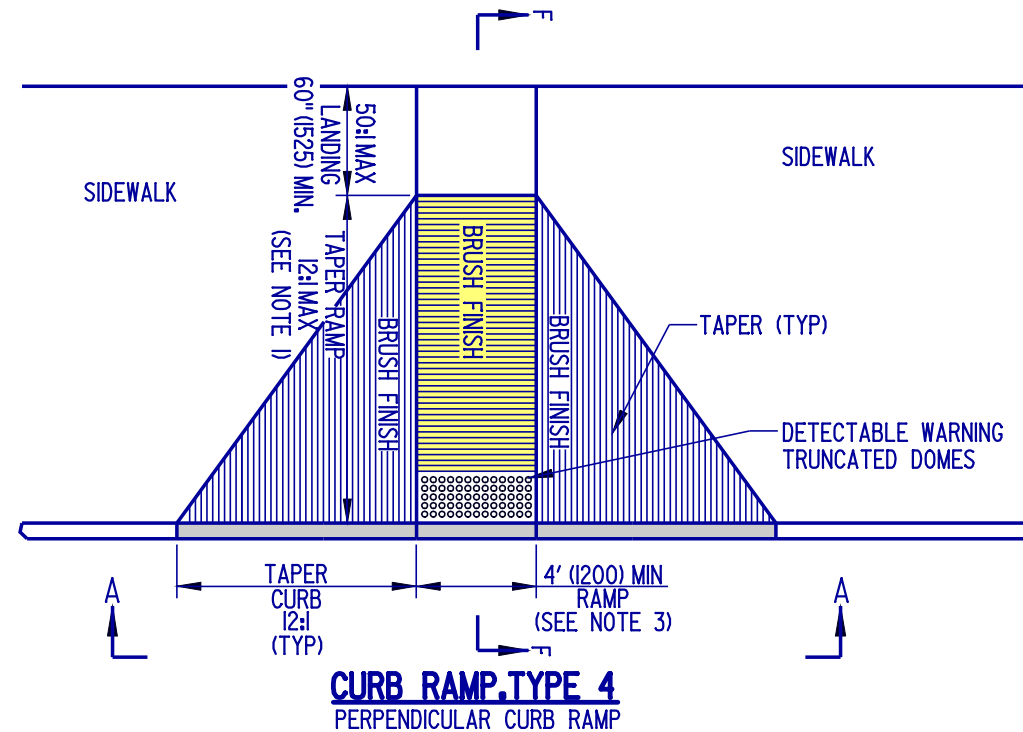
| CURB RAMP, TYPE 1 AND SECTIONS | | | |
|--------------------------------|------------|------|--------|
| STANDARD NO. | C-2 (2004) | SHT. | 1 OF 4 |

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

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



NOTE: THE DIAGONAL CURB RAMP IS NOT THE PREFERRED TREATMENT.



- NOTES:
- 1). WHERE A 12:1 MAXIMUM SLOPE RAMP WILL NOT MEET THE SIDEWALK GRADE WITHIN A LENGTH OF 15' (4570) DUE TO STEEP ADJACENT ROADWAY, THE RAMP LENGTH MAY BE LIMITED TO 15' (4570), AND THE RAMP SLOPE ALLOWED TO EXCEED 12:1.
 - 2). TRANSITION TO EXISTING SIDEWALK WIDTH OVER THE LENGTH OF THE RAMP.
 - 3). RAMP WIDTH SHALL BE 4' (1200) MINIMUM, HOWEVER, 5' (1525) IS PREFERRED.



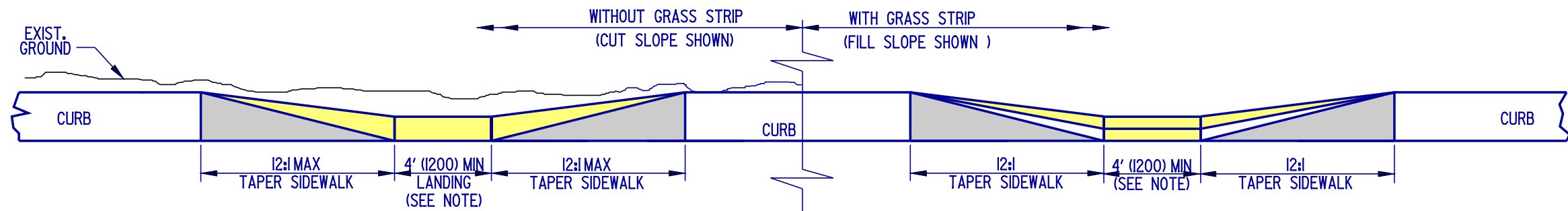
DELAWARE
DEPARTMENT OF TRANSPORTATION

CURB RAMPS, TYPES 2, 3, & 4

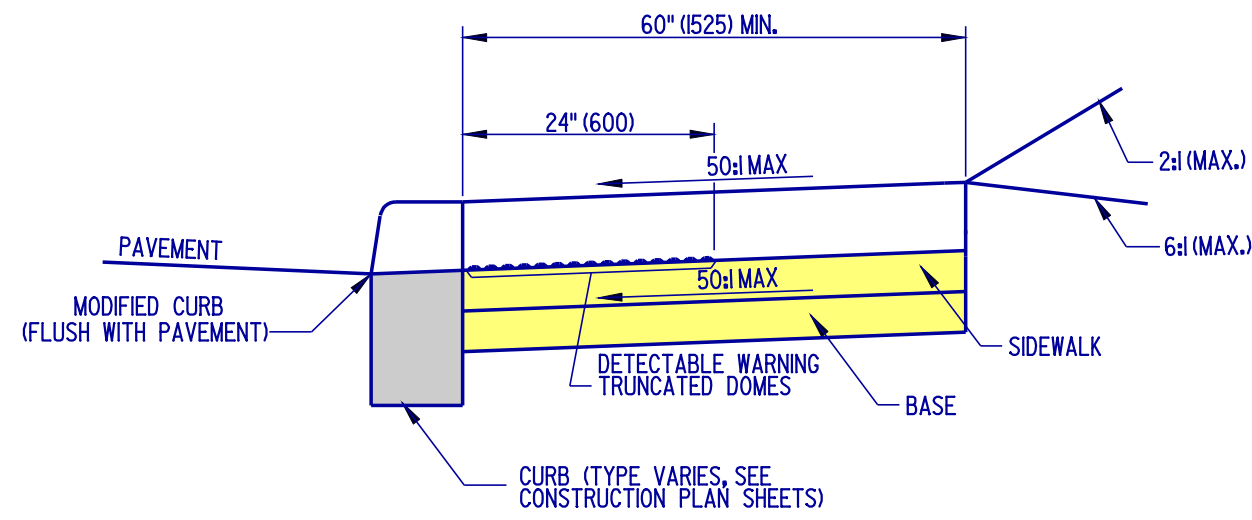
STANDARD NO. C-2 (2004)

SHT. 2 OF 4

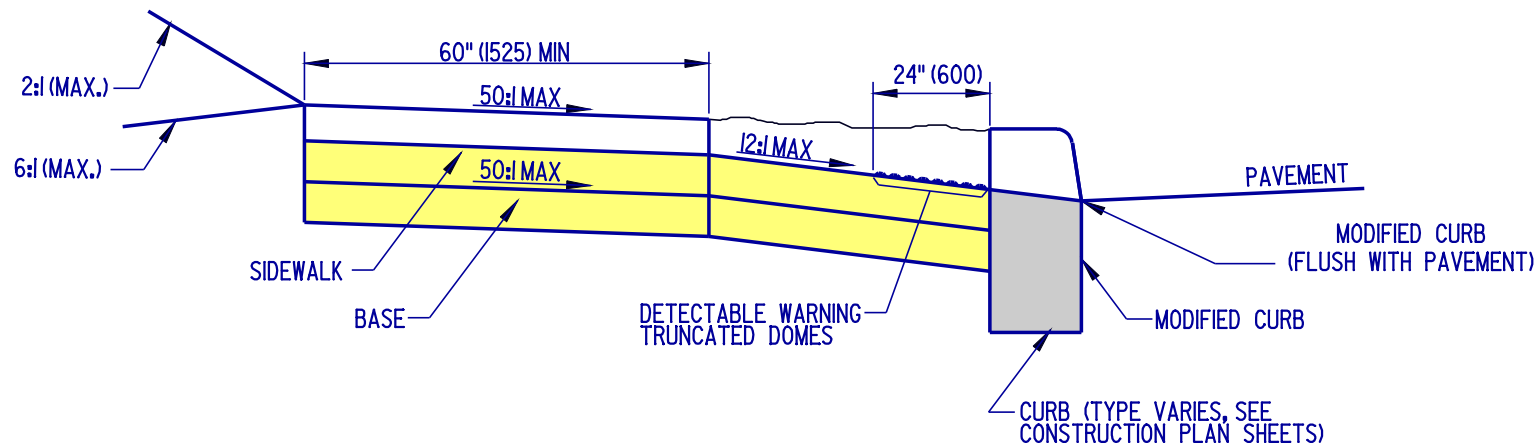
APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE
RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE



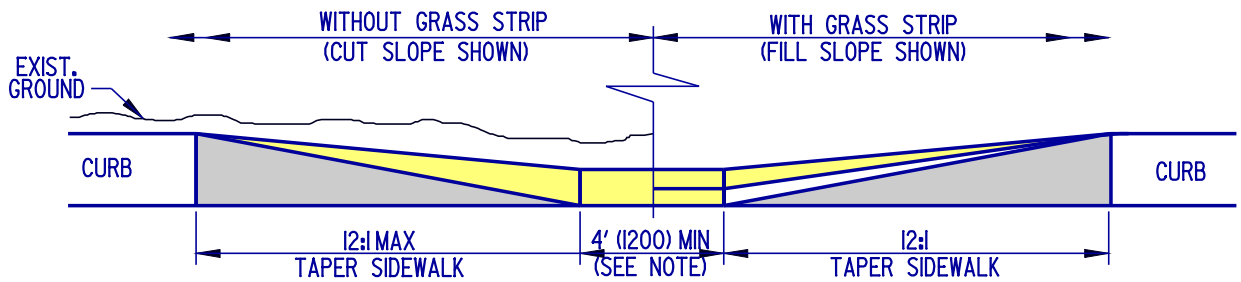
ELEVATION D-D



SECTION E-E



SECTION F-F



ELEVATION G-G

NOTE: CURB RAMP WIDTH SHALL BE 4' (1200) MINIMUM, HOWEVER, 5' (1525) IS PREFERRED.

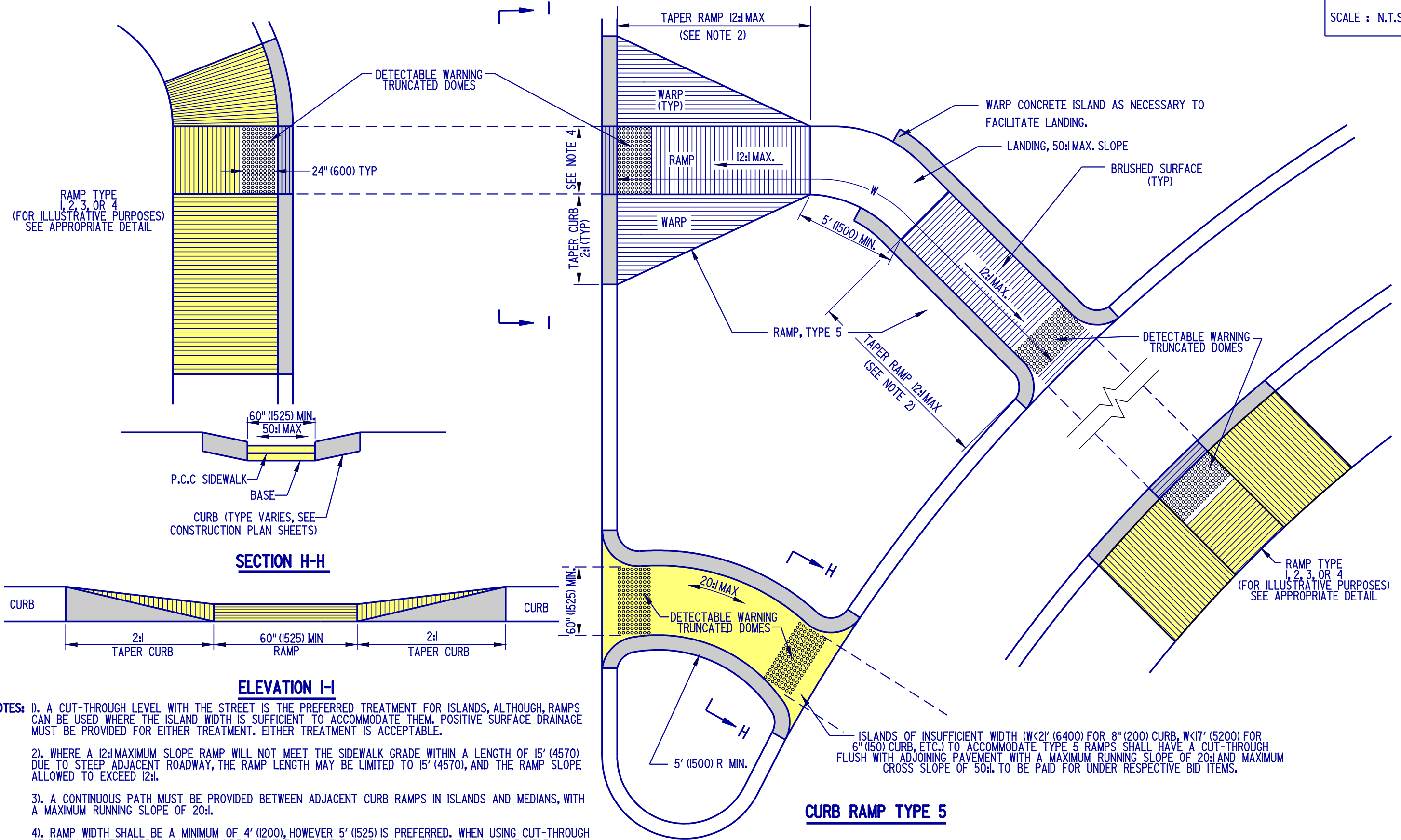


DELAWARE
DEPARTMENT OF TRANSPORTATION


| CURB RAMP SECTIONS FOR TYPES 2 & 3 | | | |
|------------------------------------|------------|------|--------|
| STANDARD NO. | C-2 (2004) | SHT. | 3 OF 4 |

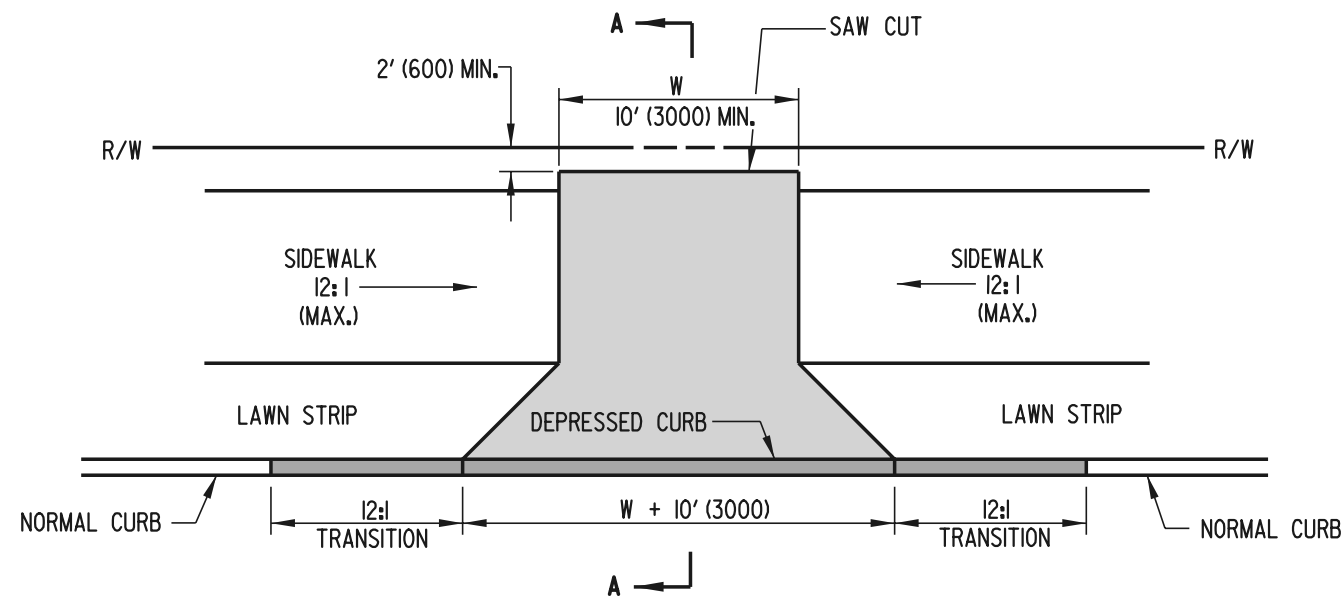
| | | |
|-------------|-----------------------------|---------|
| APPROVED | <i>Carolann Wicks</i> | 1/10/05 |
| | CHIEF ENGINEER | DATE |
| RECOMMENDED | <i>Dennis M. O'Flaherty</i> | 1/13/05 |
| | DESIGN ENGINEER | DATE |

SCALE : N.T.S.



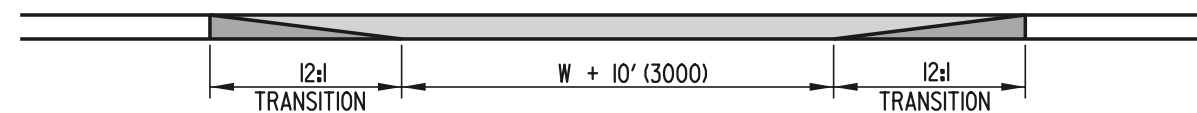
- NOTES:**
- 1). A CUT-THROUGH LEVEL WITH THE STREET IS THE PREFERRED TREATMENT FOR ISLANDS, ALTHOUGH, RAMPS CAN BE USED WHERE THE ISLAND WIDTH IS SUFFICIENT TO ACCOMMODATE THEM. POSITIVE SURFACE DRAINAGE MUST BE PROVIDED FOR EITHER TREATMENT. EITHER TREATMENT IS ACCEPTABLE.
 - 2). WHERE A 12:1 MAXIMUM SLOPE RAMP WILL NOT MEET THE SIDEWALK GRADE WITHIN A LENGTH OF 15' (4570) DUE TO STEEP ADJACENT ROADWAY, THE RAMP LENGTH MAY BE LIMITED TO 15' (4570), AND THE RAMP SLOPE ALLOWED TO EXCEED 12:1.
 - 3). A CONTINUOUS PATH MUST BE PROVIDED BETWEEN ADJACENT CURB RAMPS IN ISLANDS AND MEDIANS, WITH A MAXIMUM RUNNING SLOPE OF 20:1.
 - 4). RAMP WIDTH SHALL BE A MINIMUM OF 4' (1200), HOWEVER 5' (1525) IS PREFERRED. WHEN USING CUT-THROUGH STYLE RAMP, WITH CURBING ON BOTH SIDES OF THE RAMP, THE WIDTH SHALL BE A MINIMUM OF 5' (1525).

| | | | | | |
|--|--|---------------|-------------|---|--|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | CURB RAMP TYPE 5 & SECTIONS | | | APPROVED <i>Carolann Wicks</i> 1/10/05 CHIEF ENGINEER DATE | |
| | STANDARD NO. C-2 (2004) | SHT. 4 | OF 4 | RECOMMENDED <i>Dennis M. O'Flaherty</i> 1/13/05 DESIGN ENGINEER DATE | |

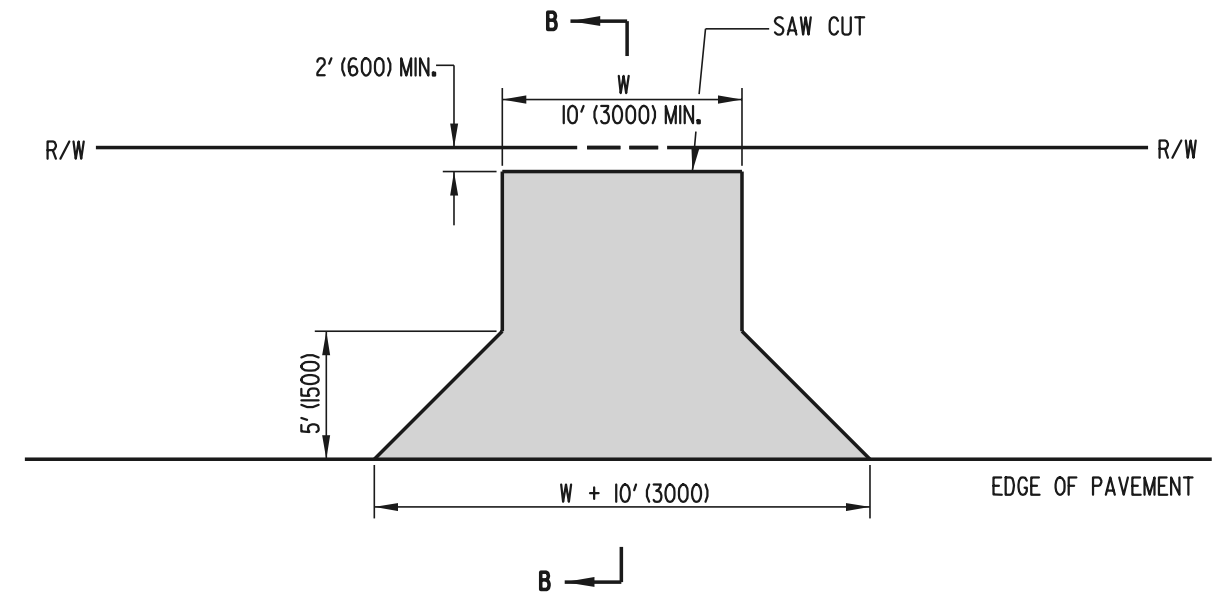


PLAN

URBAN APPLICATION

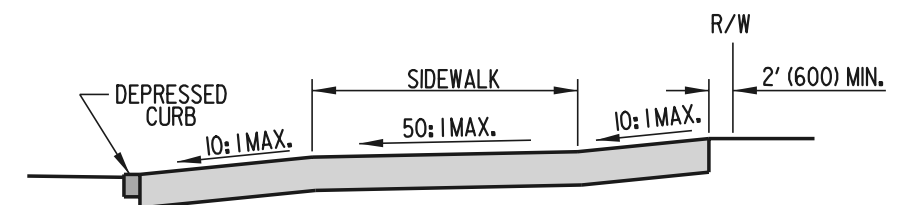


ELEVATION

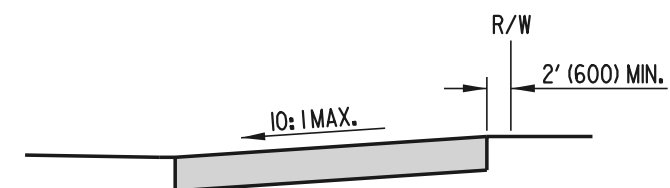


PLAN

RURAL APPLICATION



SECTION A-A



SECTION B-B



DELAWARE
DEPARTMENT OF TRANSPORTATION

ENTRANCES

STANDARD NO. C-3 (2001)

SHT. 1 OF 1

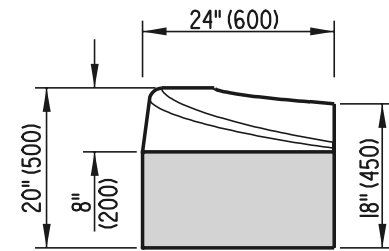
APPROVED

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

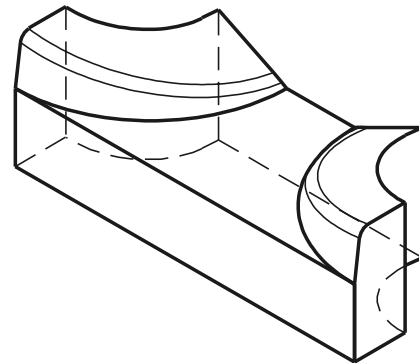
RECOMMENDED

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

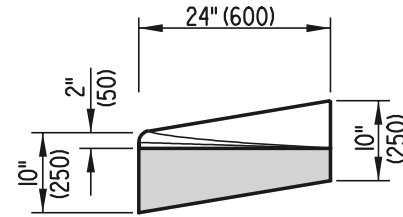
SCALE : N.T.S.



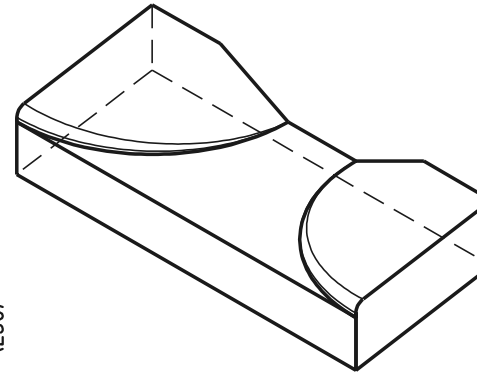
SECTION A-A



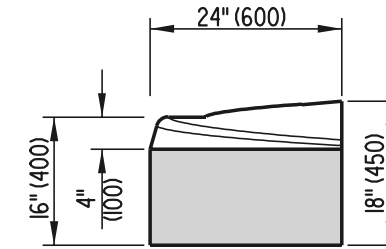
ISOMETRIC VIEW



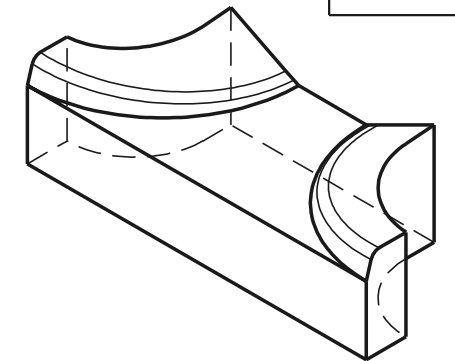
SECTION B-B



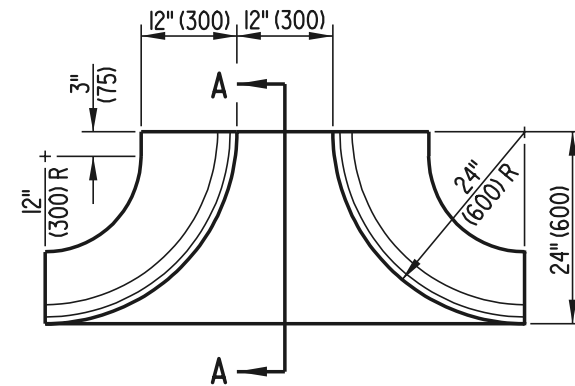
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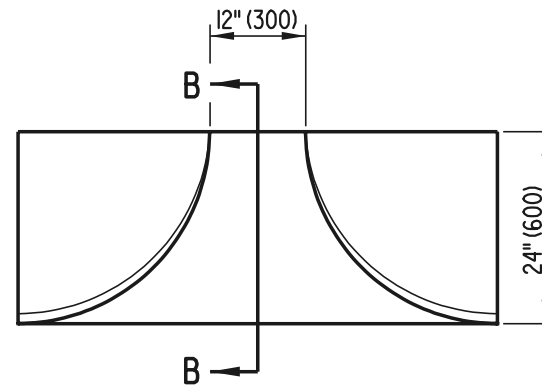
SECTION C-C



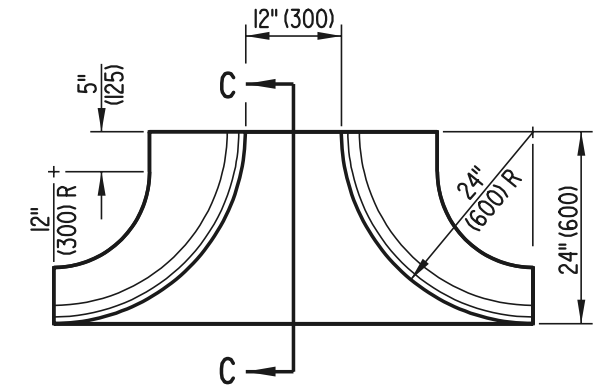
ISOMETRIC VIEW



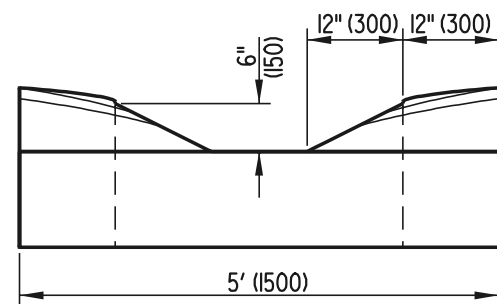
TOP VIEW



TOP VIEW

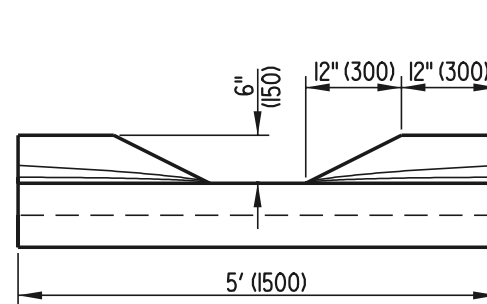


TOP VIEW



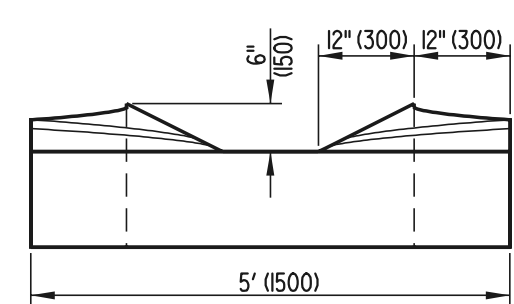
FRONT VIEW

TYPE A
P.C.C. CURB, TYPE 1



FRONT VIEW

TYPE B
P.C.C. CURB, TYPE 2



FRONT VIEW

TYPE C
P.C.C. CURB, TYPE 3



DELAWARE
DEPARTMENT OF TRANSPORTATION

CURB OPENINGS

STANDARD NO.

C-4 (2001)

SHT.

1

OF

3

APPROVED

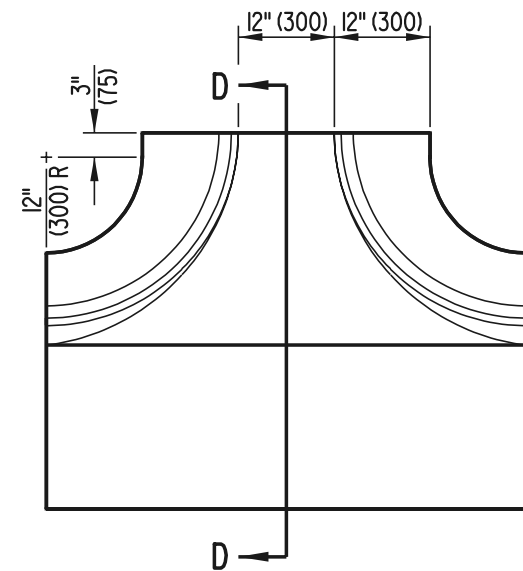
Ryan M. Hershman
CHIEF ENGINEER

6/18/01
DATE

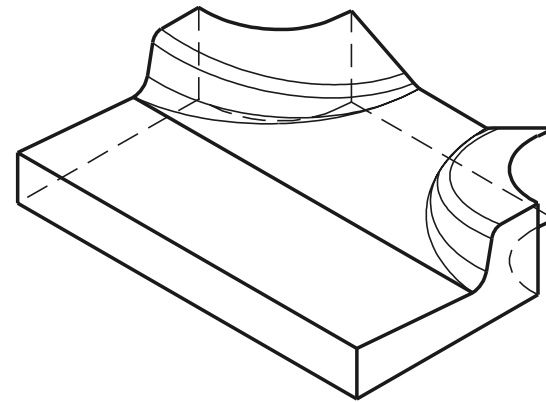
RECOMMENDED

Michael R. Gable
DESIGN ENGINEER

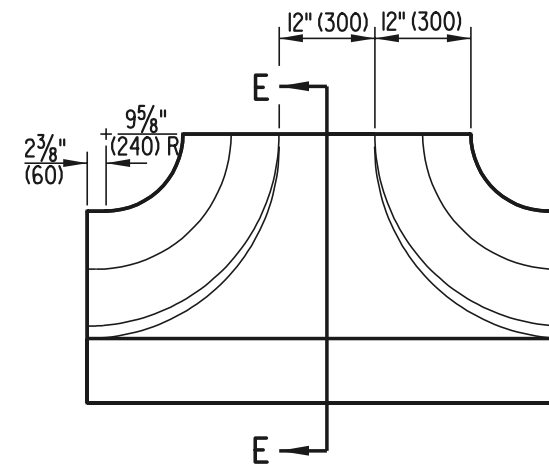
6/18/01
DATE



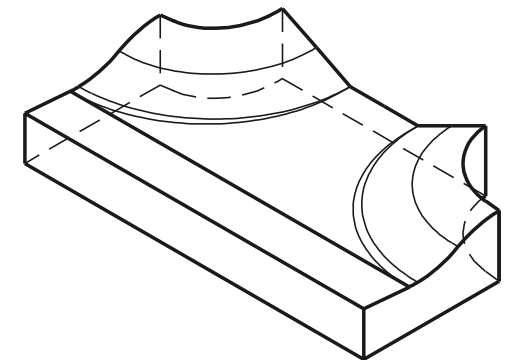
TOP VIEW



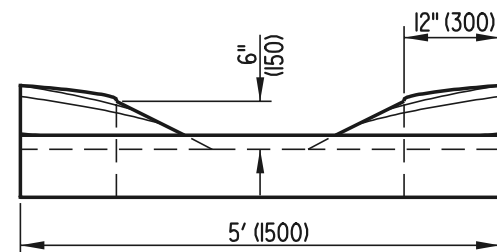
ISOMETRIC VIEW



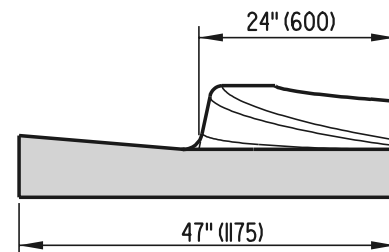
TOP VIEW



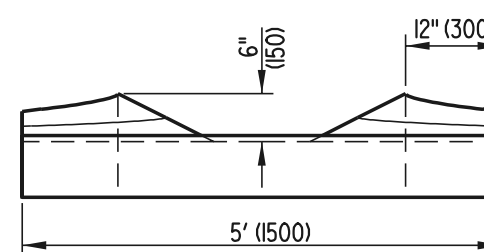
ISOMETRIC VIEW



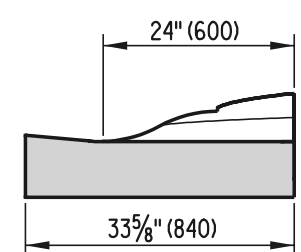
FRONT VIEW



SECTION D-D



FRONT VIEW



SECTION E-E

TYPE D
INTEGRAL P.C.C. CURB AND GUTTER, TYPE 1

TYPE E
INTEGRAL P.C.C. CURB AND GUTTER, TYPE 2



DELAWARE
DEPARTMENT OF TRANSPORTATION

CURB OPENINGS

STANDARD NO.

C-4 (2001)

SHT.

2

OF

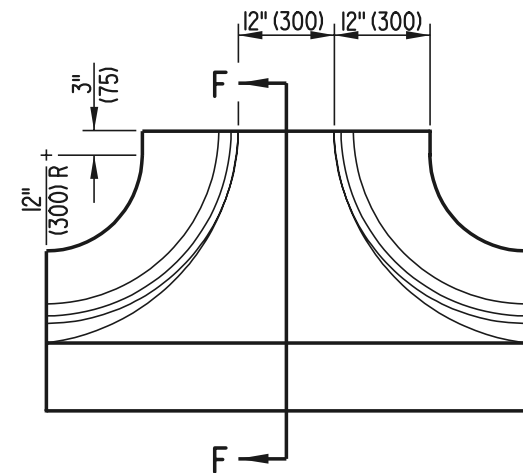
3

APPROVED

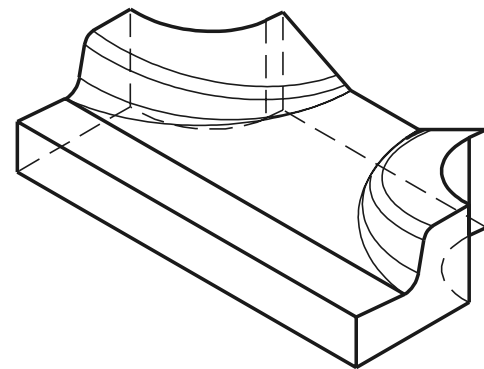
Ryan M. Harkness 6/18/01
CHIEF ENGINEER DATE

RECOMMENDED

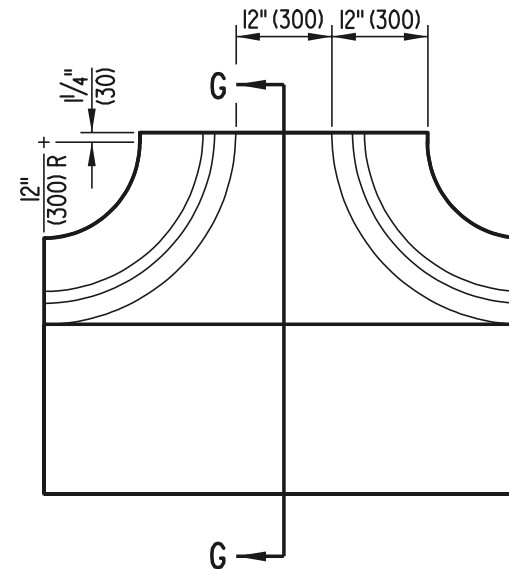
Mehal Alghamdi 6/18/01
DESIGN ENGINEER DATE



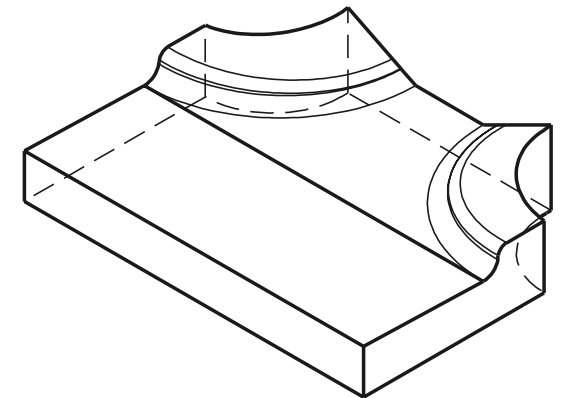
TOP VIEW



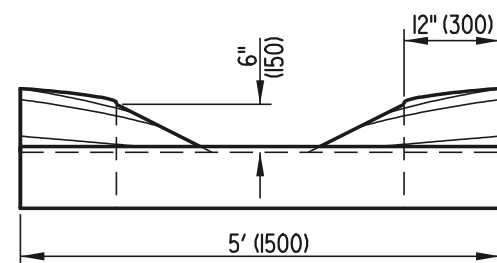
ISOMETRIC VIEW



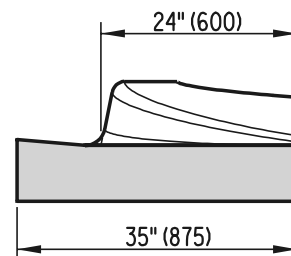
TOP VIEW



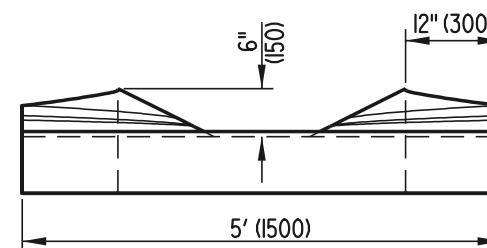
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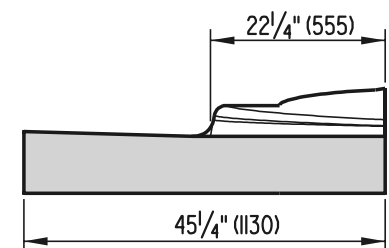
FRONT VIEW



SECTION F-F



FRONT VIEW



SECTION G-G

TYPE F
INTEGRAL P.C.C. CURB AND GUTTER, TYPE 3

TYPE G
INTEGRAL P.C.C. CURB AND GUTTER, TYPE 4



DELAWARE
DEPARTMENT OF TRANSPORTATION

CURB OPENINGS

STANDARD NO.

C-4 (2001)

SHT.

3

OF

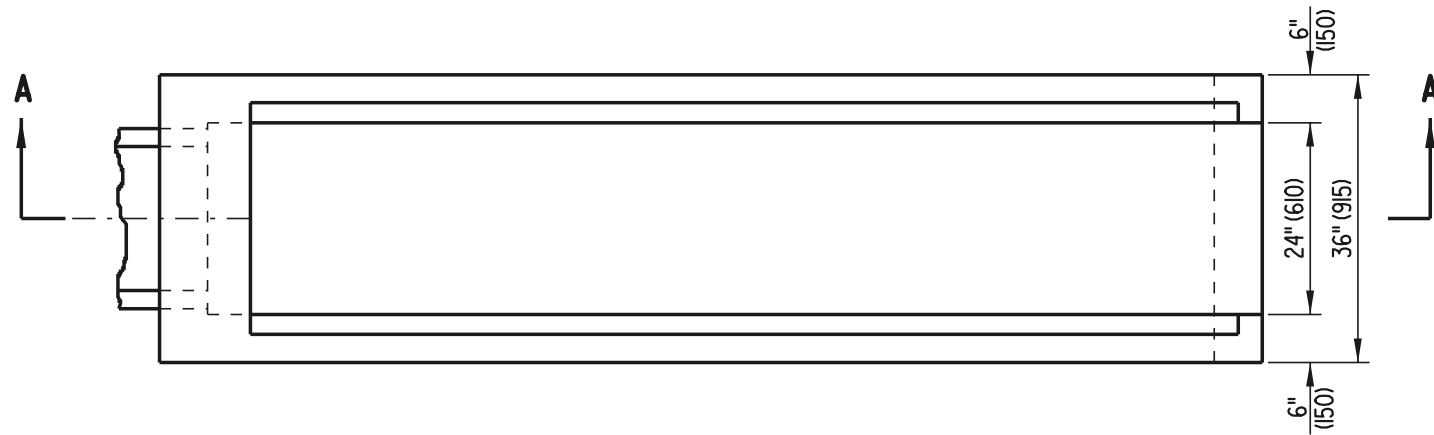
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APPROVED

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

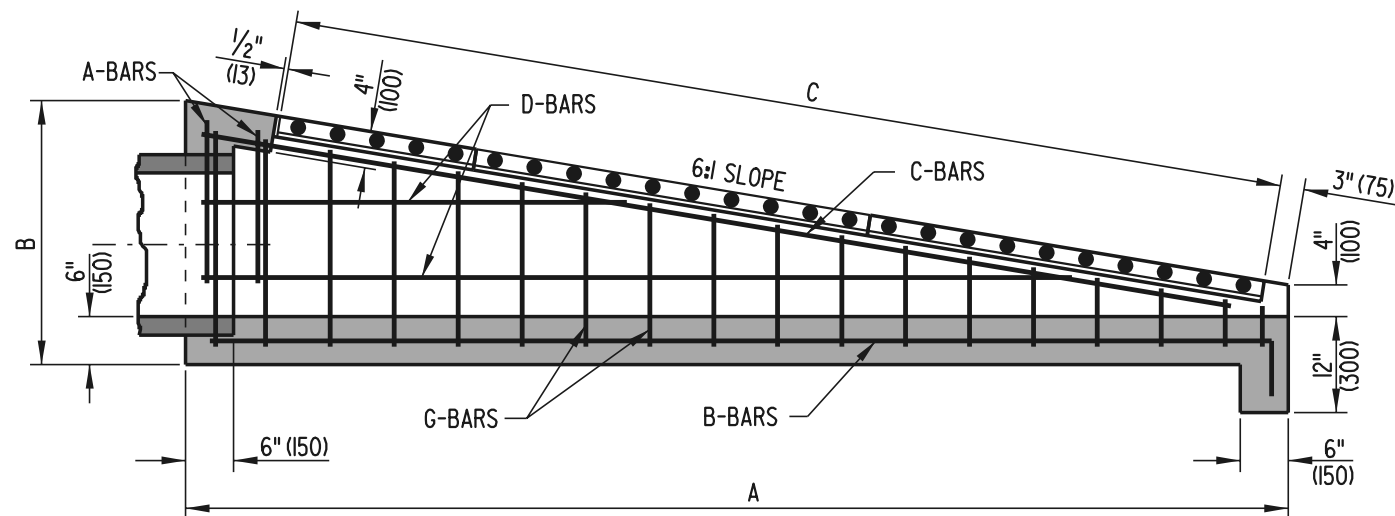
RECOMMENDED

Mehal Alghadi 6/18/01
DESIGN ENGINEER DATE

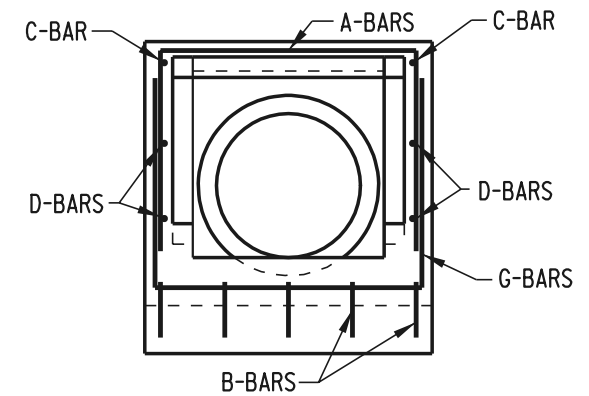


PLAN VIEW
SHOWN WITHOUT GRATE

NOTE: 6:1 SAFETY END STRUCTURE TO BE PRECAST



SECTION A-A



FRONT VIEW



DELAWARE
DEPARTMENT OF TRANSPORTATION

6:1 SAFETY END STRUCTURE

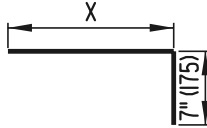
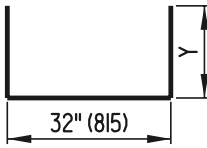
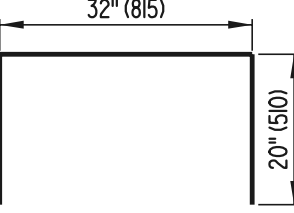
STANDARD NO. D-1 (2001)

SHT. 1 OF 2

APPROVED *Ryan M. Harkness* **6/18/01**
CHIEF ENGINEER DATE
RECOMMENDED *Michael P. Gotsch* **6/18/01**
DESIGN ENGINEER DATE

| DIMENSIONS | | | |
|------------------------|---------------|--|---------------|
| PIPE SIZE | A | B | C |
| 15" (375) | 9'-6" (2895) | 2'-5" (735) | 8'-4" (2540) |
| 18" (450) | 11'-6" (3505) | 2'-9" (840) | 10'-5" (3175) |
| 21" (525) OR 24" (600) | 14'-4" (4370) | 3'-2 ⁵ / ₈ " (980) | 12'-6" (3810) |

| APPROXIMATE QUANTITIES | | | | | | | |
|------------------------|-------------------|---------------|---------------------------|------------------|----------------------------------|---|-------------------------------------|
| PIPE SIZE | CONCRETE FT³ (m³) | | REINF. STEEL LBS. (kg) | NO. OF GRATES | LENGTH TO BE CUT FROM 1 GRATE | WEIGHT OF FULL SIZE GRATE LBS. (kg) | WEIGHT OF CUT GRATE LBS. (kg) |
| | CONC. PIPE | C.M. PIPE | | | | | |
| 15" (375) | 25 (0.708) | 25.43 (0.720) | 121.12 (54.94) | 2 | -- | 270.92 (122.89) | -- |
| 18" (450) | 31.5 (0.892) | 32.07 (0.908) | 156.7 (71.08) | 3 | 2'-1" (635) | 270.92 (122.89) | 135.47 (61.45) |
| 21" (525) OR 24" (600) | 40.75 (1.154) | 39.87 (1.129) | 194.0 (88.00) | 3 | -- | 270.92 (122.89) | -- |

| BENDING DIAGRAM | | |
|--|---------------------------------|---|
| PIPE SIZE | X |  |
| 15" (375) | 9'-2" (2795) | |
| 18" (450) | 11'-2" (3405) | |
| 21" (525) OR 24" (610) | 14'-0" (4265) | |
| PIPE SIZE | Y |  |
| 15" (375) | VARIES 25" (635) TO 4" (100) | |
| 18" (450) | VARIES 29" (735) TO 4" (100) | |
| 21" (525) OR 24" (610) | VARIES 34" (865) TO 4" (100) | |
|  | | A-BARS |

| SCHEDULE OF REINFORCING STEEL | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|----------|-----|----------|------------|----------|-----|----------|---------------|----------|-----|------|---------------|----------|-----|----------|---------------------------------------|----------|-----|----------|-------------------------------------|
| PIPE SIZE | A-BARS | | | | B-BARS | | | | C-BARS | | | | D-BARS | | | | G-BARS | | | |
| | SIZE | NO. | SPA. | LENGTH | SIZE | NO. | SPA. | LENGTH | SIZE | NO. | SPA. | LENGTH | SIZE | NO. | SPA. | LENGTH | SIZE | NO. | SPA. | LENGTH |
| 15" (375) | #4 (#13) | 2 | 8" (200) | 72" (1830) | #4 (#13) | 5 | 8" (200) | 9'-9" (2970) | #4 (#13) | 2 | - | 9'-3" (2820) | #4 (#13) | 4 | 8" (200) | VARIES 50" (1270) TO 100" (2540) | #4 (#13) | 15 | 8" (200) | VARIES 40" (1015) TO 82" (2085) |
| 18" (450) | #4 (#13) | 2 | 8" (200) | 72" (1830) | #4 (#13) | 5 | 8" (200) | 11'-9" (3580) | #4 (#13) | 2 | - | 11'-5" (3480) | #4 (#13) | 6 | 8" (200) | VARIES 43½" (1105) TO 130½" (3315) | #4 (#13) | 18 | 8" (200) | VARIES 40" (1015) TO 90" (2285) |
| 21" (525) OR 24" (600) | #4 (#13) | 2 | 8" (200) | 72" (1830) | #4 (#13) | 5 | 8" (200) | 14'-7" (4445) | #4 (#13) | 2 | - | 14'-3" (4345) | #4 (#13) | 6 | 8" (200) | VARIES 51" (1295) TO 153" (3885) | #4 (#13) | 22 | 8" (200) | VARIES 40" (1015) TO 100" (2540) |

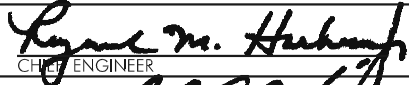



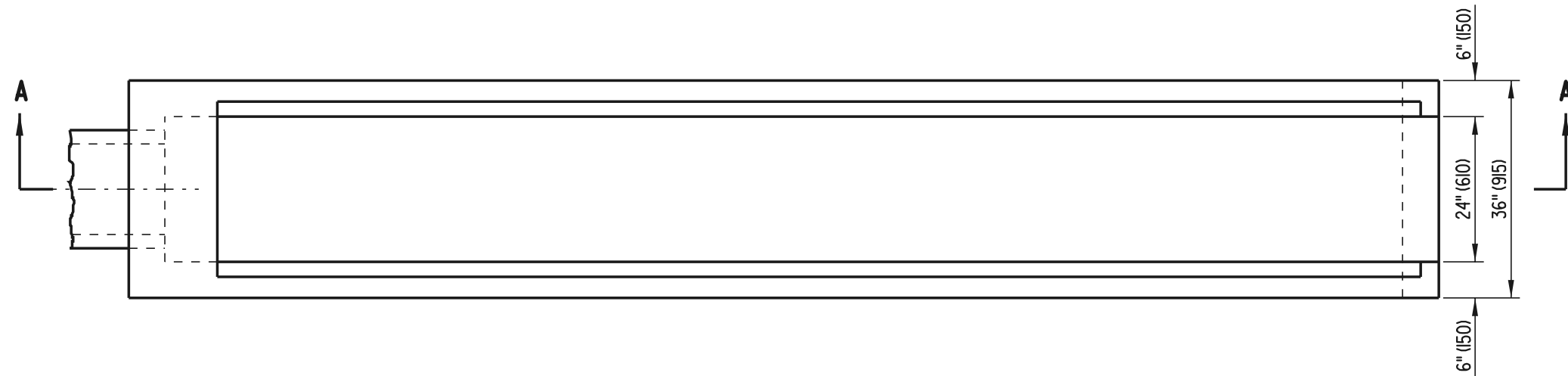
DELAWARE
DEPARTMENT OF TRANSPORTATION

6:1 SAFETY END STRUCTURE

STANDARD NO. D-1 (2001)

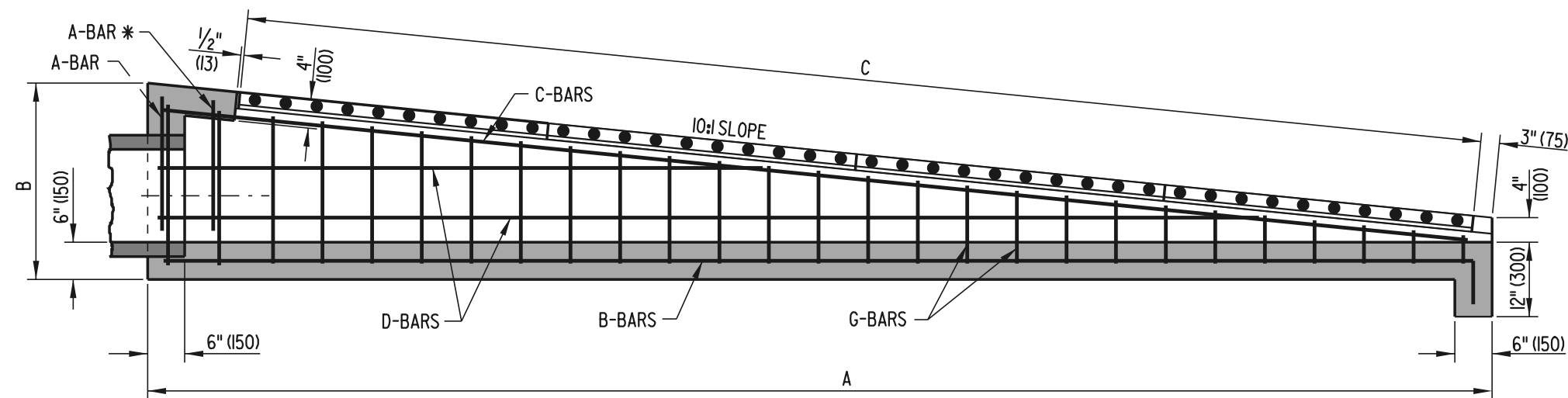
SHT. 2 OF 2

APPROVED  6/18/01
CHIEF ENGINEER DATE
RECOMMENDED  6/18/01
DESIGN ENGINEER DATE



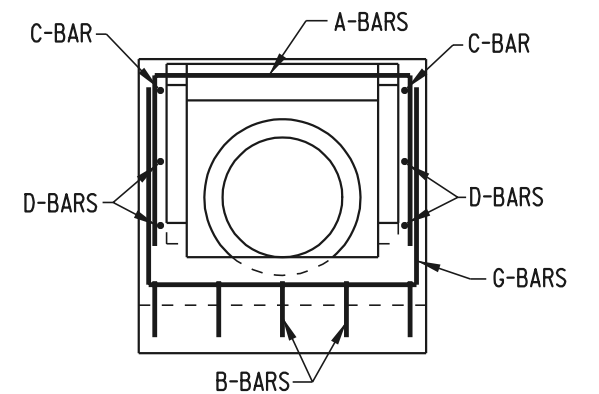
PLAN VIEW
SHOWN WITHOUT GRATE

NOTE: 10:1 SAFETY END STRUCTURE TO BE PRECAST



SECTION A-A

* REQUIRED ONLY FOR PIPE SIZE OF 21" (525) OR 24" (600)



FRONT VIEW



DELAWARE
DEPARTMENT OF TRANSPORTATION

10:1 SAFETY END STRUCTURE

STANDARD NO. D-2 (2001)

SHT. 1 OF 2

APPROVED

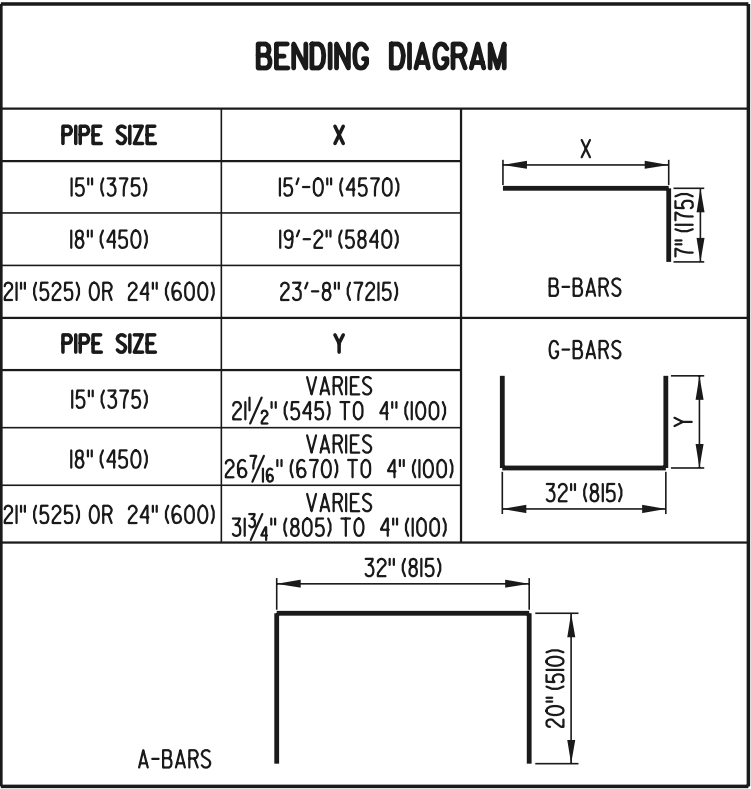
Ryan M. Hershman
CHIEF ENGINEER
DATE 6/18/01

RECOMMENDED

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

| DIMENSIONS | | | |
|------------------------|---------------|--|----------------|
| PIPE SIZE | A | B | C |
| 15" (375) | 15'-4" (4675) | 2'-4 ³ / ₈ " (720) | 14'-7" (4445) |
| 18" (450) | 19'-6" (5945) | 2'-9 ³ / ₈ " (850) | 18'-9" (5715) |
| 21" (525) OR 24" (600) | 24'-0" (7315) | 3'-2 ¹³ / ₁₆ " (985) | 22'-11" (6985) |

| APPROXIMATE QUANTITIES | | | | | | | |
|------------------------|-------------------|---------------|------------------------|---------------|-------------------------------|-------------------------------------|-------------------------------|
| PIPE SIZE | CONCRETE FT³ (m³) | | REINF. STEEL LBS. (kg) | NO. OF GRATES | LENGTH TO BE CUT FROM 1 GRATE | WEIGHT OF FULL SIZE GRATE LBS. (kg) | WEIGHT OF CUT GRATE LBS. (kg) |
| | CONC. PIPE | C.M. PIPE | | | | | |
| 15" (375) | 41.35 (1.171) | 41.78 (1.183) | 175.0 (79.38) | 4 | 2'-1" (635) | 270.92 (122.89) | 135.47 (61.45) |
| 18" (450) | 50.11 (1.419) | 50.68 (1.435) | 227.0 (102.98) | 5 | 2'-1" (635) | 270.92 (122.89) | 135.47 (61.45) |
| 21" (525) OR 24" (600) | 69.43 (1.966) | 70.31 (1.991) | 310.4 (140.79) | 6 | 2'-1" (635) | 270.92 (122.89) | 135.47 (61.45) |



| SCHEDULE OF REINFORCING STEEL | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|----------|-----|------|------------|----------|-----|----------|---------------|----------|-----|------|--------------------|----------|-----|----------|---|----------|-----|----------|---|
| PIPE SIZE | A-BARS | | | | B-BARS | | | | C-BARS | | | | D-BARS | | | | G-BARS | | | |
| | SIZE | NO. | SPA. | LENGTH | SIZE | NO. | SPA. | LENGTH | SIZE | NO. | SPA. | LENGTH | SIZE | NO. | SPA. | LENGTH | SIZE | NO. | SPA. | LENGTH |
| 15" (375) | #4 (#13) | 1 | - | 72" (1830) | #4 (#13) | 5 | 8" (200) | 15'-7" (4750) | #4 (#13) | 2 | - | 15'-1 1/16" (4600) | #4 (#13) | 4 | 8" (200) | VARIES 72 13/16" (1850) TO 145 5/8" (3700) | #4 (#13) | 24 | 8" (200) | VARIES 40" (1015) TO 75 1 1/16" (1920) |
| 18" (450) | #4 (#13) | 1 | - | 72" (1830) | #4 (#13) | 5 | 8" (200) | 19'-9" (6020) | #4 (#13) | 2 | - | 19'-3 3/8" (5875) | #4 (#13) | 4 | 8" (200) | VARIES 89 5/8" (2275) TO 179 3/16" (4550) | #4 (#13) | 30 | 8" (200) | VARIES 40" (1015) TO 85 3/4" (2180) |
| 21" (525) OR 24" (600) | #4 (#13) | 2 | - | 72" (1830) | #4 (#13) | 5 | 8" (200) | 24'-3" (7390) | #4 (#13) | 2 | - | 23'-9 5/8" (7255) | #4 (#13) | 6 | 8" (200) | VARIES 80 3/4" (2050) TO 242 1/8" (6150) | #4 (#13) | 37 | 8" (200) | VARIES 40" (1015) TO 96 3/16" (2455) |

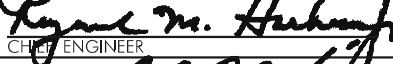



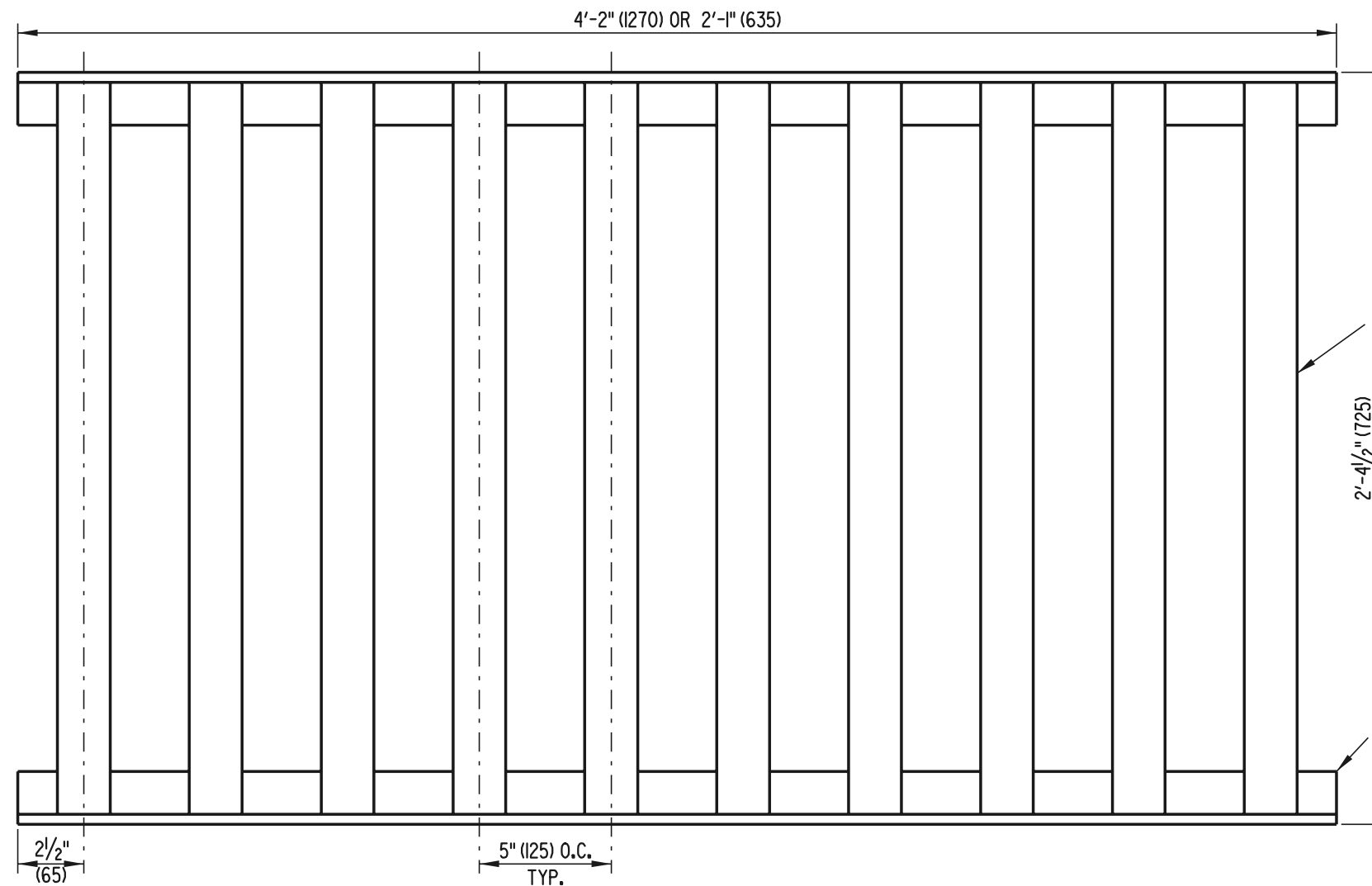
DELAWARE
DEPARTMENT OF TRANSPORTATION

10:1 SAFETY END STRUCTURE

STANDARD NO. D-2 (2001)

SHT. 2 OF 2

APPROVED  6/18/01
CHIEF ENGINEER DATE
RECOMMENDED  6/18/01
DESIGN ENGINEER DATE



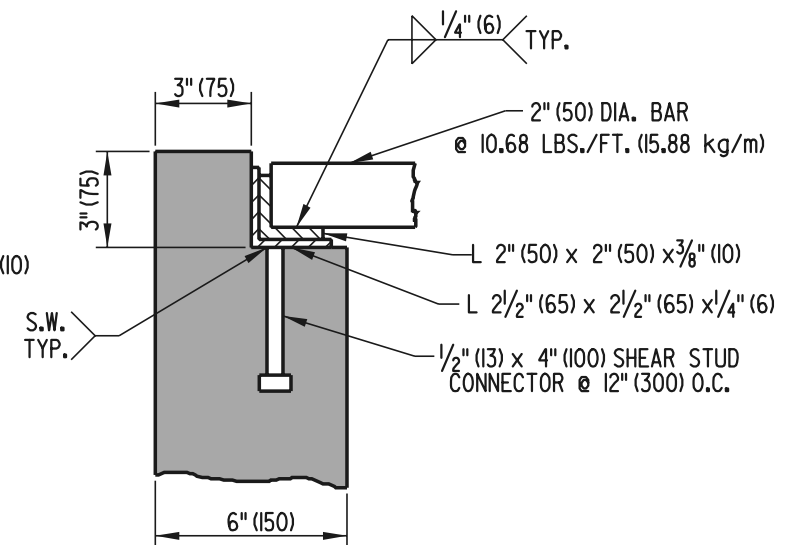
GRATE DETAIL

2" (50) DIA. BAR @ 10.68 LBS./FT. (15.88 kg/m)

2'-4 1/2" (725)

L 2" (50) x 2" (50) x 3/8" (10)

S.W.
TYP.



FRAME & GRATE ASSEMBLY DETAIL



DELAWARE
DEPARTMENT OF TRANSPORTATION

SAFETY END STRUCTURE GRATE

STANDARD NO. D-3 (2001)

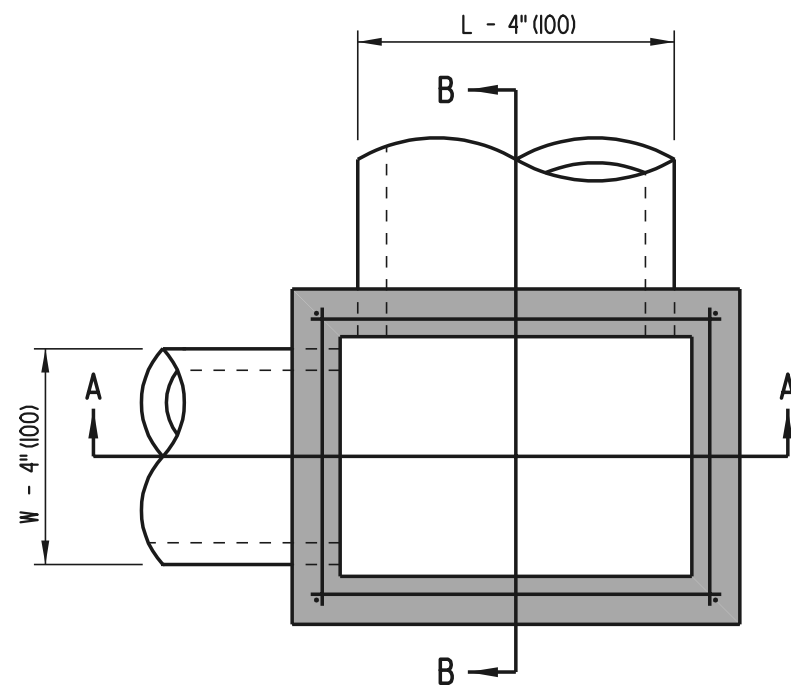
SHT. 1 OF 1

APPROVED

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

RECOMMENDED

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



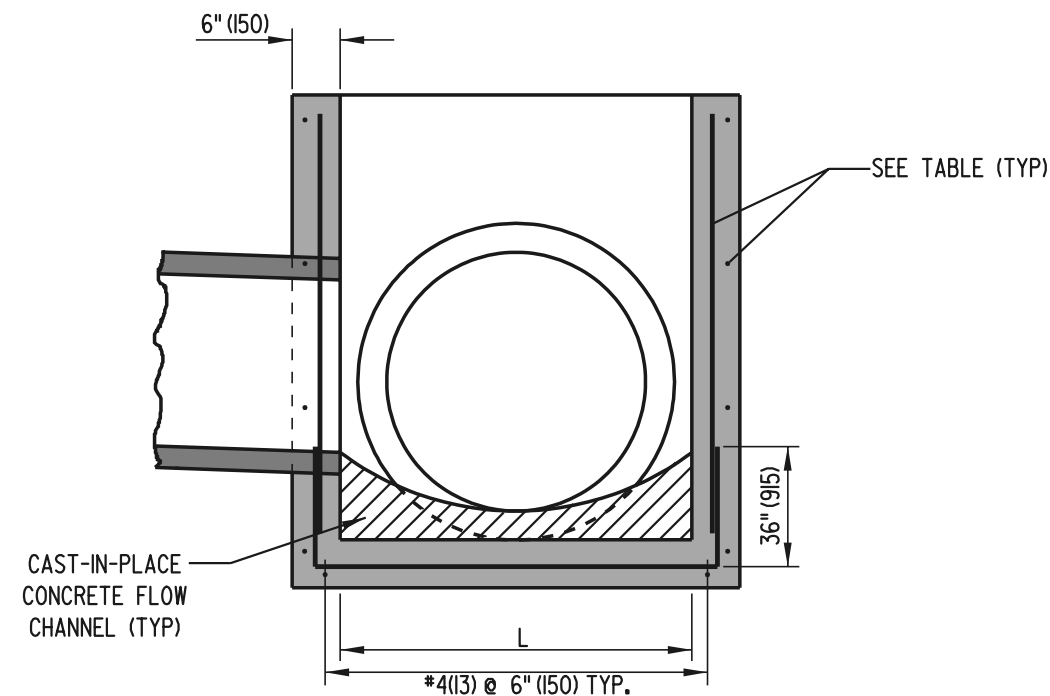
TOP VIEW

| WALL REINFORCEMENT SCHEDULE | | |
|-----------------------------|--|--|
| INTERIOR WALL DIMENSION | AREA OF HORIZONTAL REINFORCEMENT PER FOOT (mm ²) | AREA OF VERTICAL REINFORCEMENT PER FOOT (mm ²) |
| | IN ² (mm ²) | IN ² (mm ²) |
| LESS THAN 4' (1220) | 0.132 (85) | 0.132 (85) |
| 4' (1220) TO 4.5' (1370) | 0.163 (105) | 0.132 (85) |
| 4.5' (1370) TO 5' (1525) | 0.198 (128) | 0.132 (85) |
| 5' (1525) TO 5.5' (1675) | 0.239 (154) | 0.132 (85) |
| 5.5' (1675) TO 6' (1830) | 0.284 (183) | 0.132 (85) |

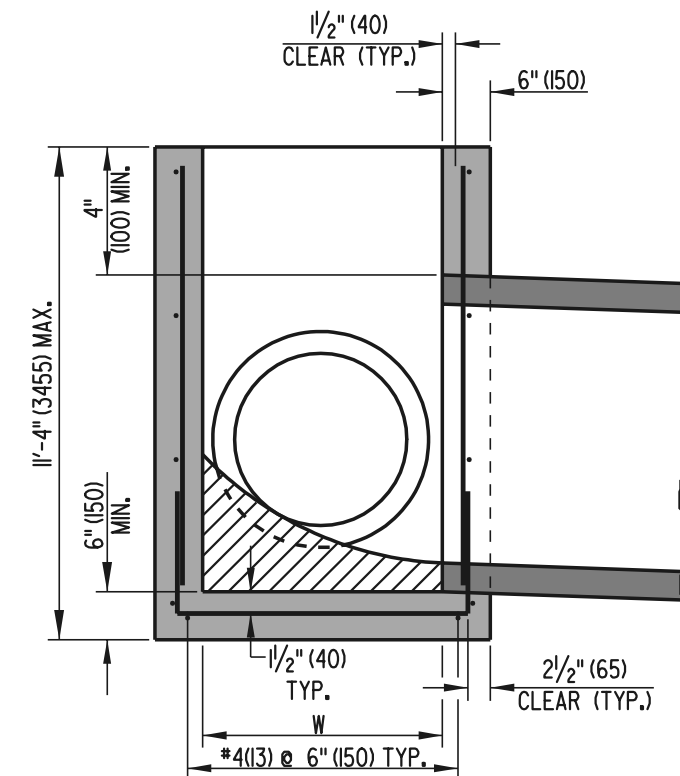
| INLET BOX SCHEDULE | | | |
|--------------------|------------|------------|------------|
| L | W | L MAX | W MAX |
| 34" (865) | 18" (455) | 34" (865) | 18" (455) |
| 34" (865) | 24" (610) | 34" (865) | 24" (610) |
| 48" (1220) | 30" (760) | 54" (1370) | 36" (915) |
| 48" (1220) | 48" (1220) | 54" (1370) | 54" (1370) |
| 66" (1675) | 30" (760) | 72" (1830) | 36" (915) |
| 66" (1675) | 48" (1220) | 72" (1830) | 54" (1370) |
| 66" (1675) | 66" (1675) | 72" (1830) | 72" (1830) |
| 72" (1830) | 24" (610) | 72" (1830) | 30" (760) |
| 72" (1830) | 48" (1220) | 72" (1830) | 54" (1370) |
| 72" (1830) | 72" (1830) | 72" (1830) | 72" (1830) |

NOTES:

1. INLET BOXES SHALL BE PRE-CAST OR CAST-IN-PLACE.
2. OUTSIDE OF PIPE MUST FIT INTO THE INTERIOR OF THE BOX.
3. STEPS ARE TO BE INSTALLED IN BACK WALL AS PER SPECIFICATIONS.
4. NO PIPES WITH AN OUTSIDE DIAMETER LARGER THAN 11" (275) WILL BE PERMITTED TO ENTER THE BACK WALL OF A DRAINAGE INLET OR MANHOLE TO ACCOMMODATE STEPS IF REQUIRED. A LARGER BOX MAY BE USED IN ORDER TO FIT THE STEPS AND A LARGER PIPE IN THE BACK WALL, IF NECESSARY.



SECTION A-A



SECTION B-B



DELAWARE
DEPARTMENT OF TRANSPORTATION

INLET BOX DETAILS

STANDARD NO.

D-4 (2002)

SHT. 1

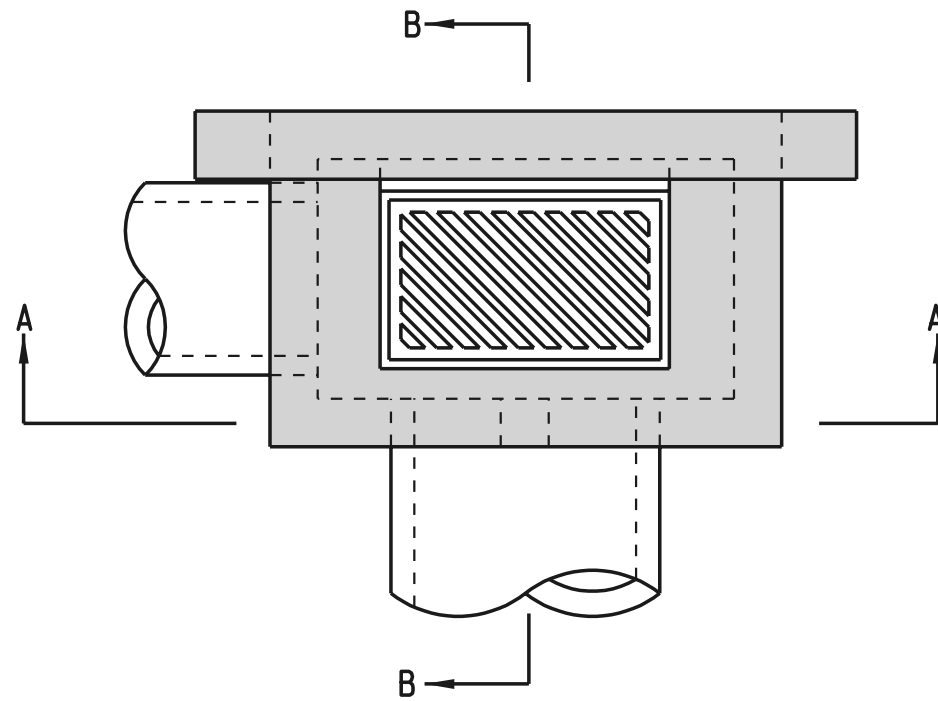
OF 1

APPROVED

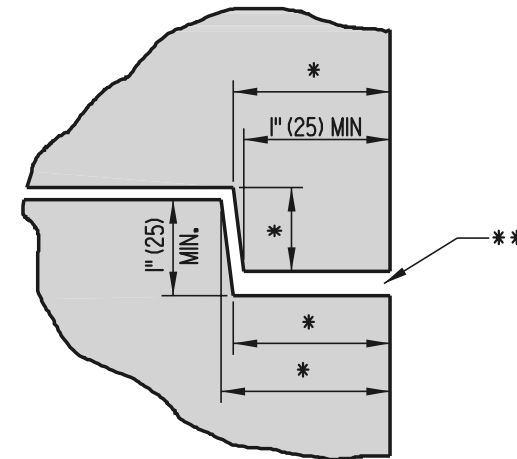
Caution Wicks 9/6/02
CHIEF ENGINEER DATE

RECOMMENDED

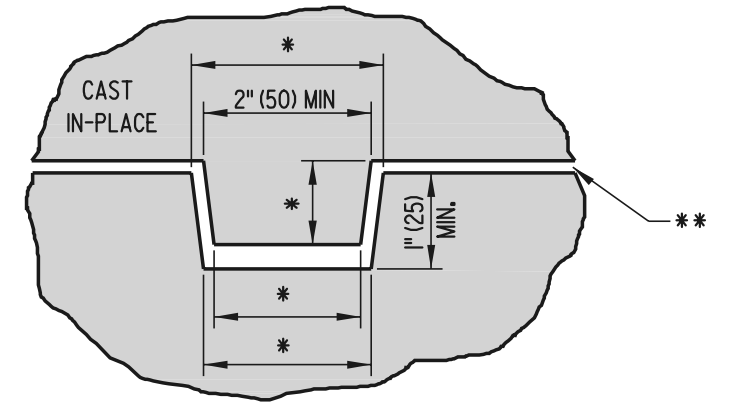
Theresa Delph 8/19/02
DESIGN ENGINEER DATE



PLAN

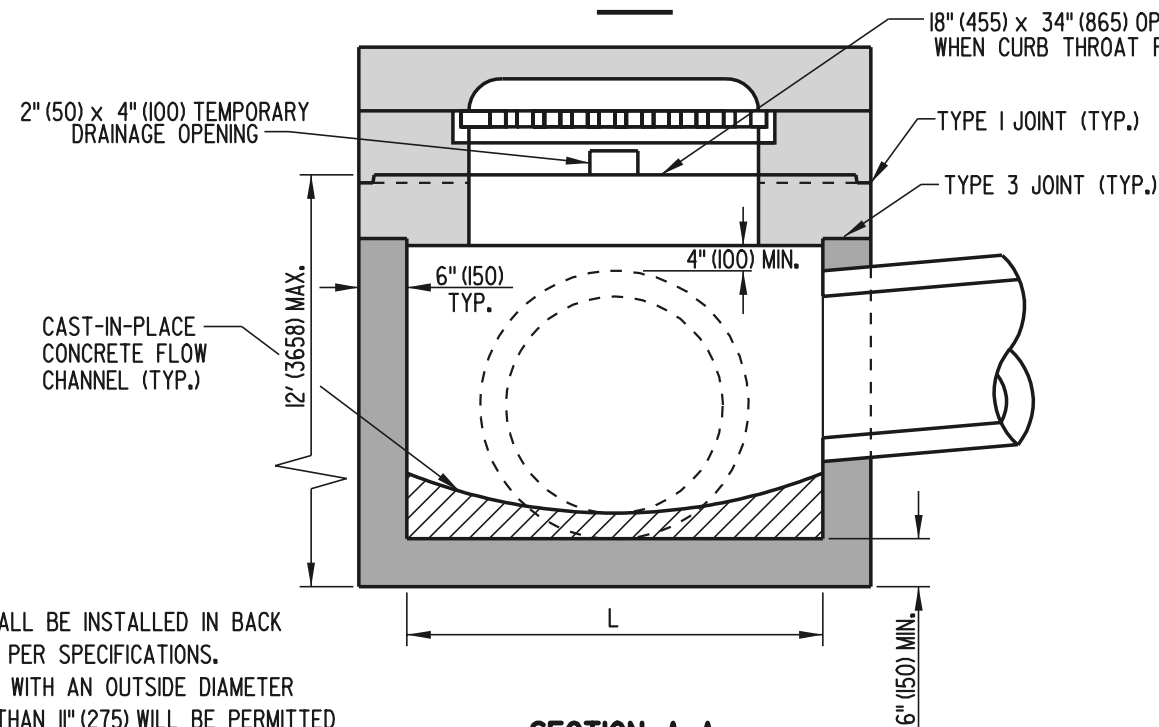


TYPE 1 JOINT DETAIL

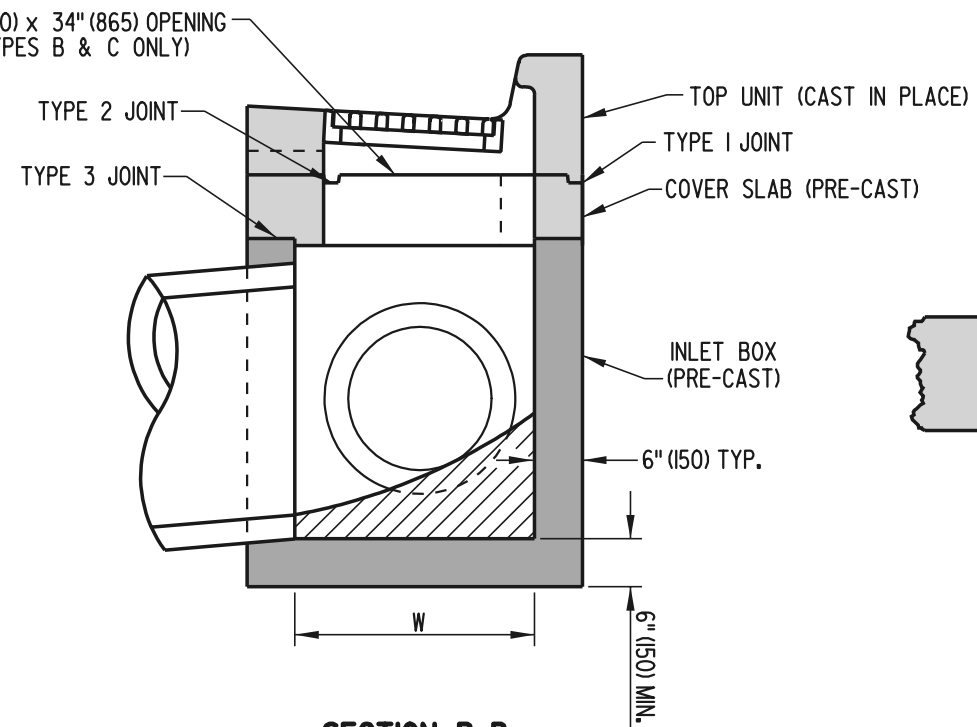


TYPE 2 JOINT DETAIL

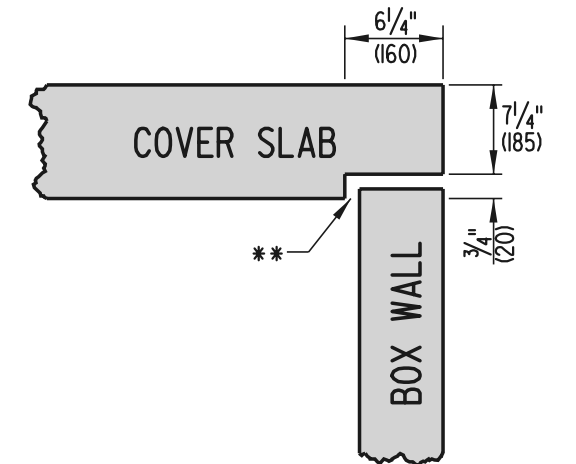
* DIMENSIONS WILL VARY
** JOINT SEALANT AS PER SPECIFICATIONS



SECTION A-A



SECTION B-B



TYPE 3 JOINT DETAIL

- NOTES:
- 1.) STEPS SHALL BE INSTALLED IN BACK WALL AS PER SPECIFICATIONS.
 - 2.) NO PIPES WITH AN OUTSIDE DIAMETER LARGER THAN 11" (275) WILL BE PERMITTED TO ENTER THE BACK WALL OF A DRAINAGE INLET, IF IT IMPEDES THE INSTALLATION OF STEPS IN THE BACK WALL.
 - 3.) IF NECESSARY, A LARGER BOX MAY BE USED IN ORDER TO FIT THE STEPS AND A LARGER PIPE IN THE BACK WALL.



DELAWARE
DEPARTMENT OF TRANSPORTATION

DRAINAGE INLET DETAILS

STANDARD NO.

D-5 (2002)

SHT. 1

OF 8

APPROVED

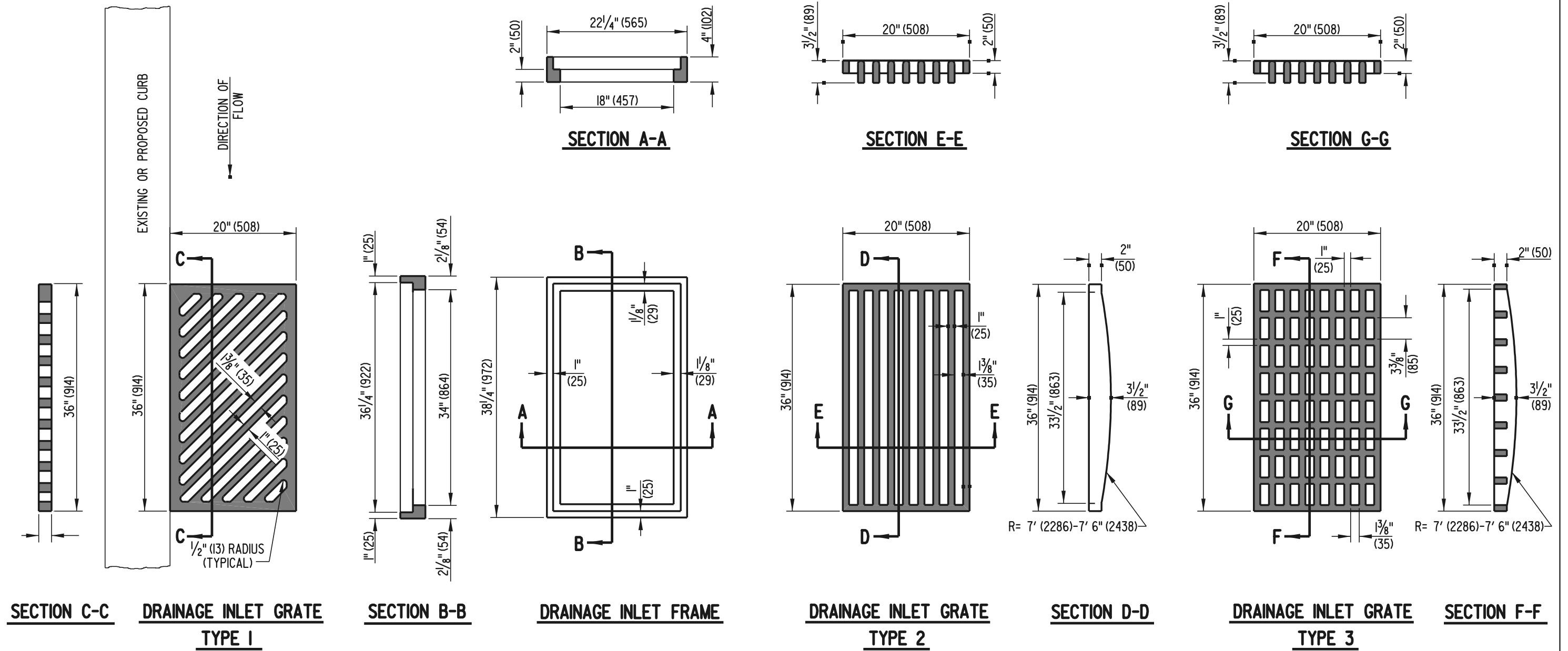
Caroleen Wicks
CHIEF ENGINEER

9/6/02
DATE

RECOMMENDED

Theresa Delph
DESIGN ENGINEER

8/19/02
DATE



DRAINAGE INLET FRAME AND GRATES

- NOTE: 1. BOTTOM OF TYPE 1 GRATE TO BE FLAT AND TRUE.
2. TYPE 2 GRATE SHALL NOT BE INSTALLED WHERE BICYCLE TRAFFIC MAY BE PRESENT.



DELAWARE
DEPARTMENT OF TRANSPORTATION

DRAINAGE INLET DETAILS

STANDARD NO.

D-5 (2002)

SHT. 2

OF 8

APPROVED

Caution Wicks
CHIEF ENGINEER

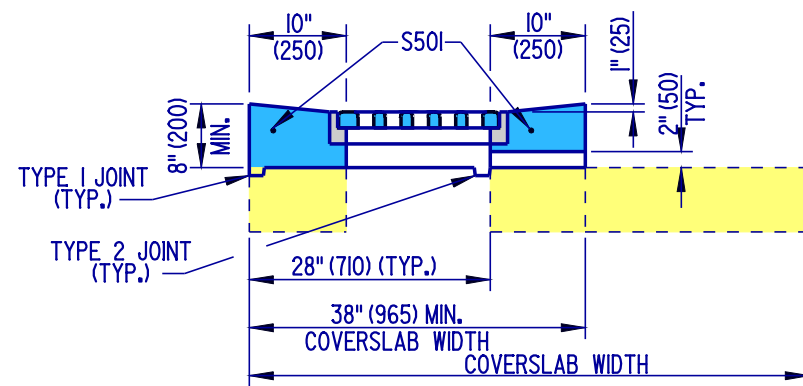
9/6/02
DATE

RECOMMENDED

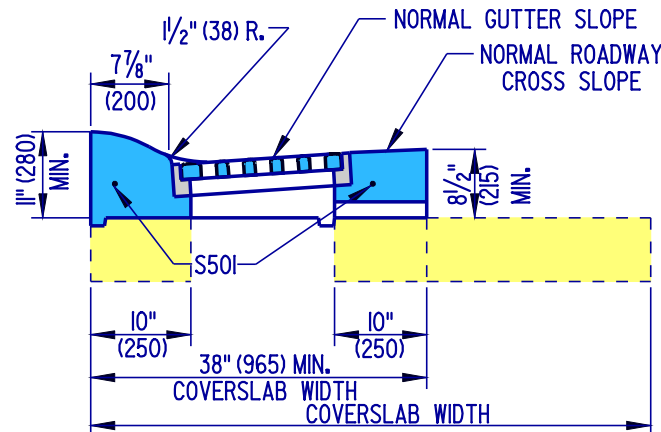
Theresa Delph
DESIGN ENGINEER

9/19/02
DATE

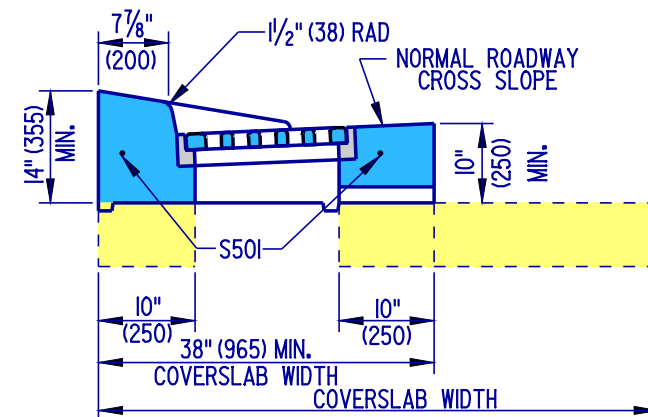
SCALE : N.T.S.



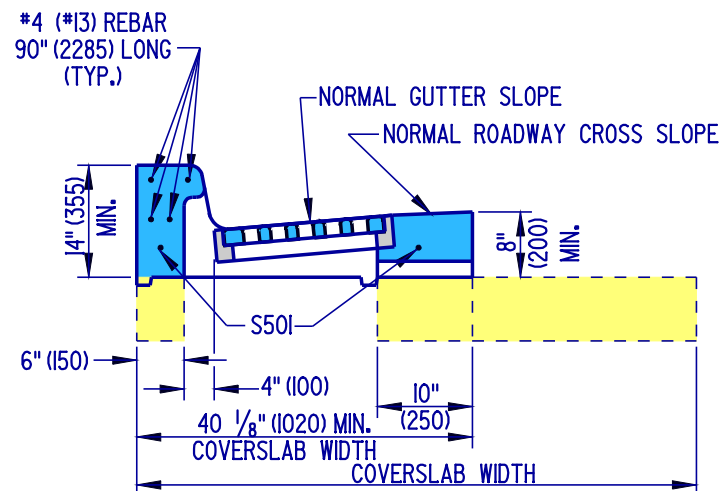
TYPE A



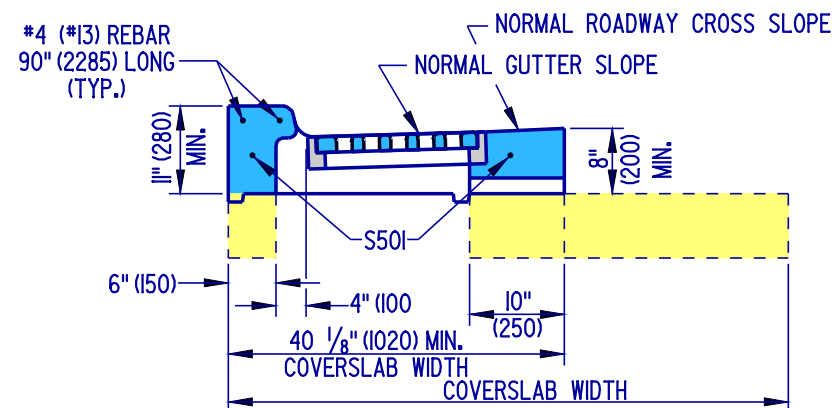
TYPE D



TYPE E

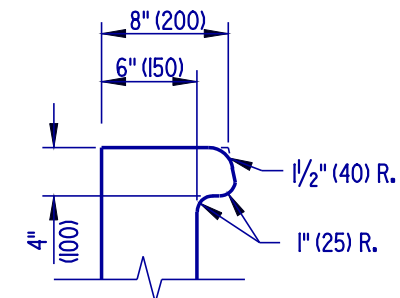


TYPE B

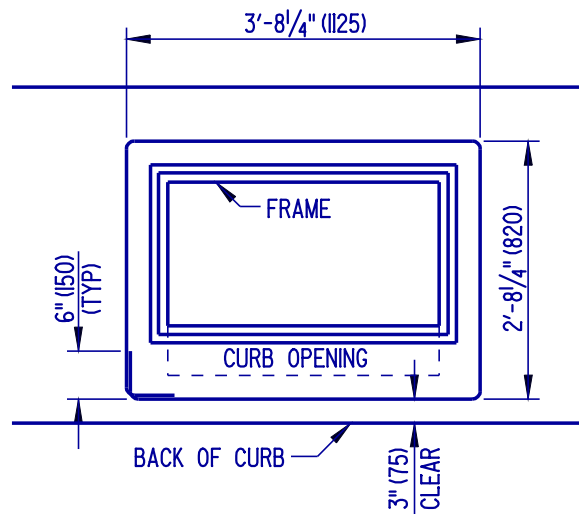


TYPE C

| INLET TOP UNIT APPLICATIONS | |
|-----------------------------|---|
| TOP UNIT | CURB |
| TYPE A | USE IN DRAINAGE SWALE |
| TYPE B | INTEGRAL PCC CURB & GUTTER, TYPE 1 & 3, PCC CURB TYPE 1 |
| TYPE C | INTEGRAL PCC CURB & GUTTER, TYPE 4, PCC CURB TYPE 3 |
| TYPE D | INTEGRAL PCC CURB & GUTTER, TYPE 2 |
| TYPE E | PCC CURB TYPE 2 |



CURB OPENING DETAIL

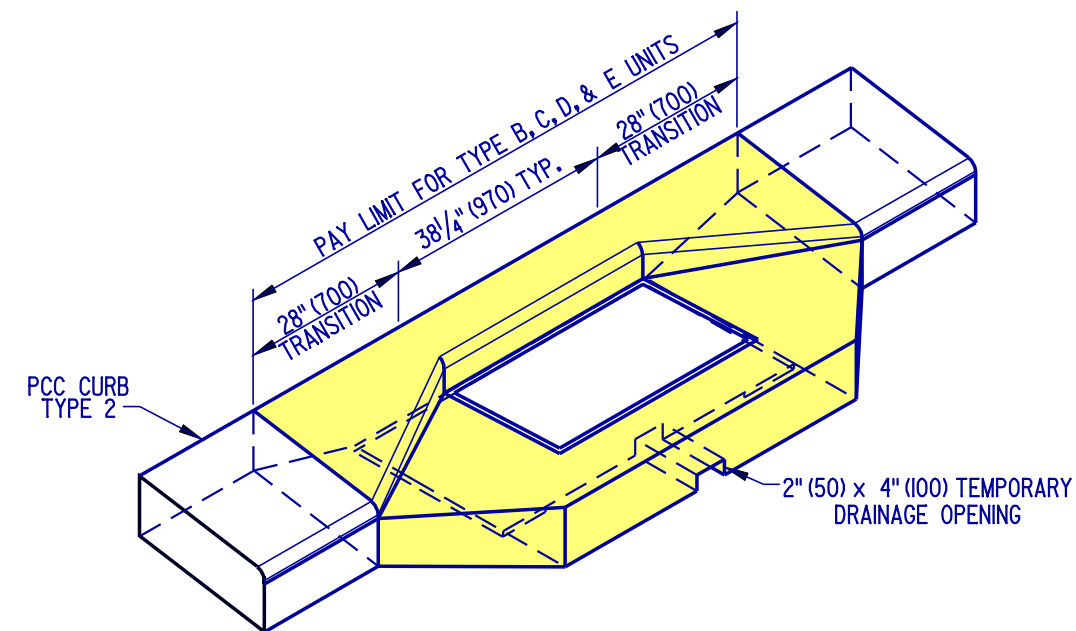


S501 BENDING DIAGRAM

S501 IS NOT REQUIRED TO BE ONE CONTINUOUS BAR. IF MORE THAN ONE BAR IS USED, THERE MUST BE A 12" (300) OVERLAP BETWEEN BARS.

DRAINAGE INLET TOP UNITS

NOTE: TOP UNIT IS TO BE CAST-IN-PLACE TO GRADE AS SPECIFIED ON PLAN SHEETS OR AS DIRECTED BY ENGINEER.



ISOMETRIC VIEW

TYPE E UNIT SHOWN



DELAWARE
DEPARTMENT OF TRANSPORTATION

DRAINAGE INLET DETAILS

STANDARD NO. D-5 (2004)

SHT. 3 OF 8

APPROVED

Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

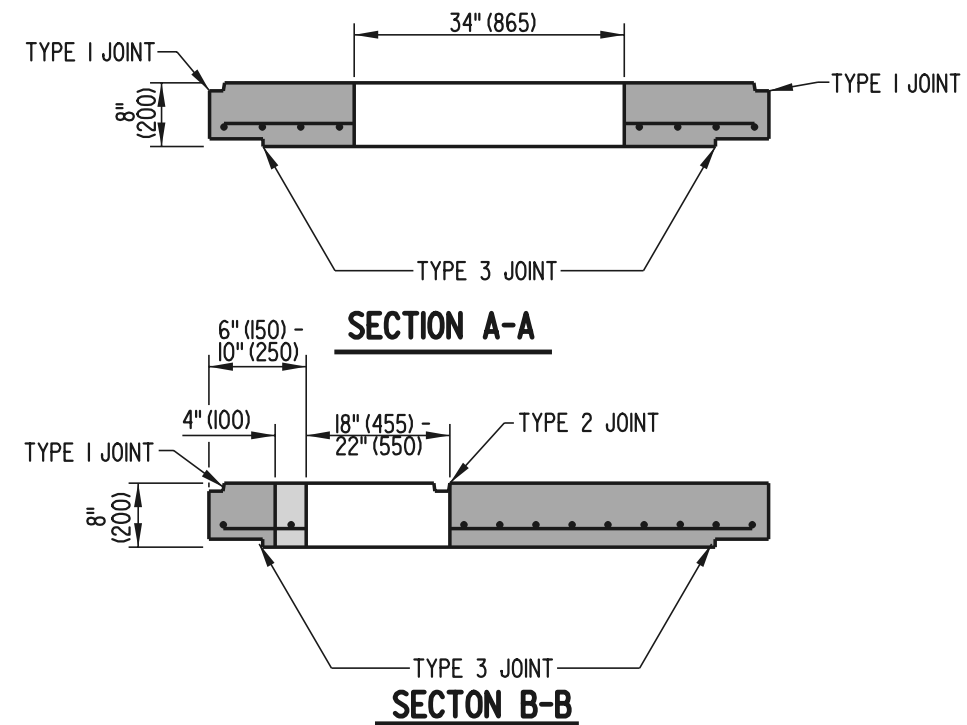
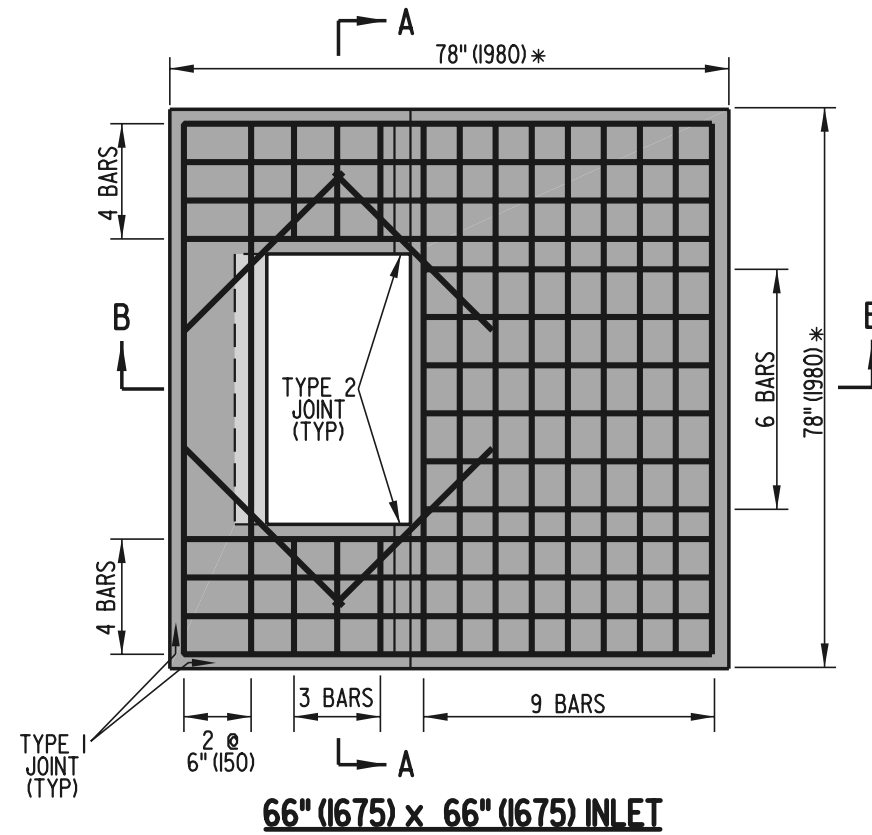
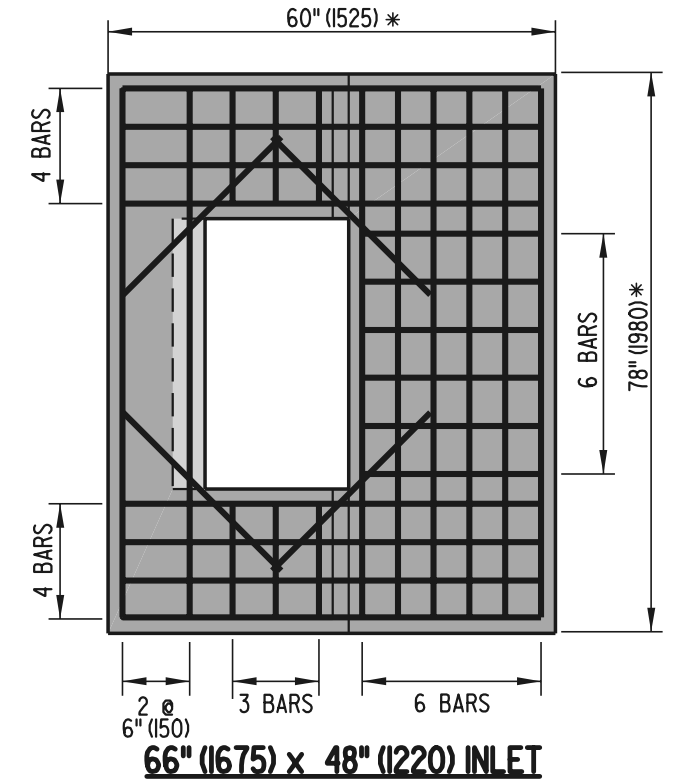
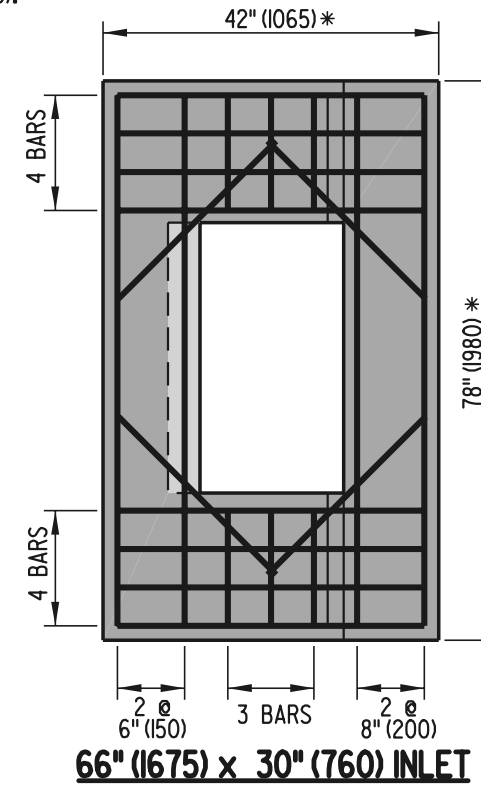
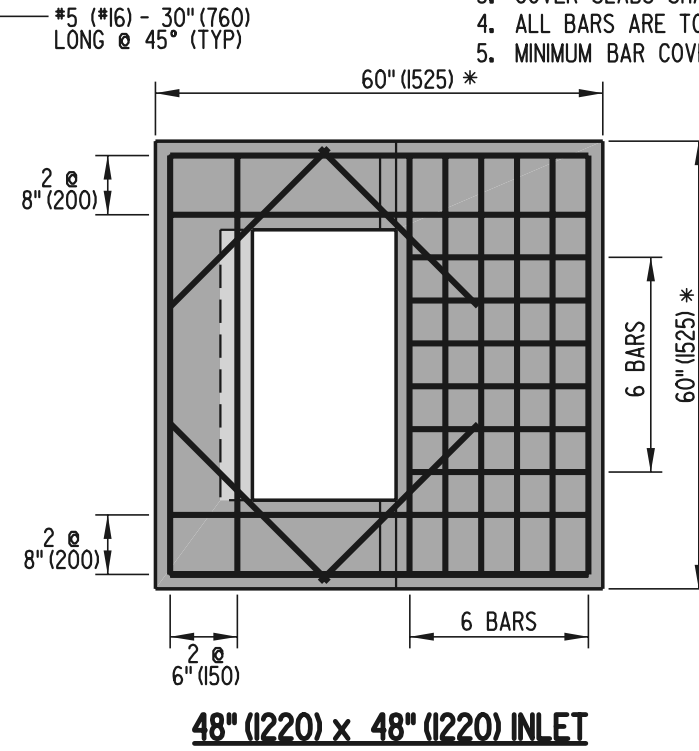
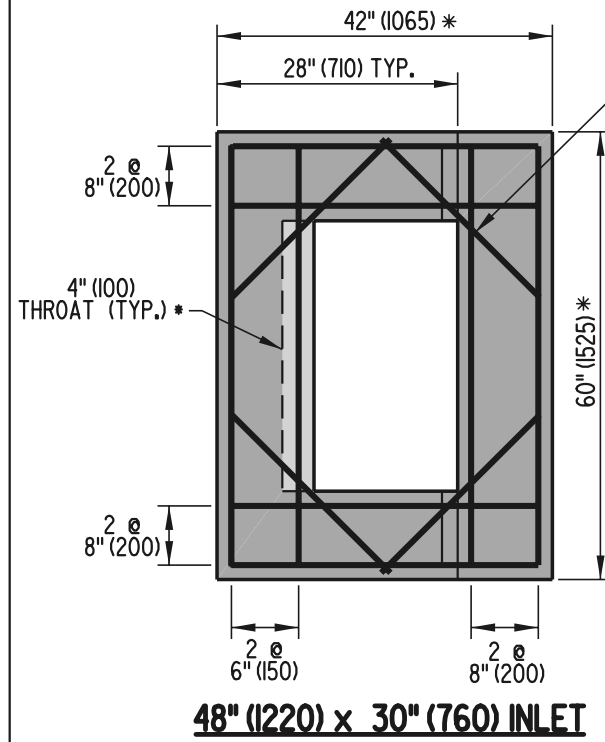
RECOMMENDED

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

SCALE : N.T.S.

- NOTE :**
1. 4" (100) THROAT IS FOR TYPES B AND C TOP UNITS.
 2. RELOCATE ENCROACHING REINFORCING BARS WHEN USING TYPES B & C TOP UNITS.
 3. COVER SLABS SHALL BE PRE-CAST AND MUST BE SIZED TO FIT INLET BOX DIMENSIONS.
 4. ALL BARS ARE TO BE #5 (#16) SPACED @ 6" (150) ± UNLESS NOTED OTHERWISE.
 5. MINIMUM BAR COVER = 1 1/2" (38).

* - DIMENSIONS TO MATCH
OUTSIDE TO OUTSIDE
DIMENSIONS OF BOX



DRAINAGE INLET COVER SLAB DETAILS



DELAWARE
DEPARTMENT OF TRANSPORTATION

DRAINAGE INLET DETAILS

STANDARD NO.

D-5 (2002)

SHT. 4

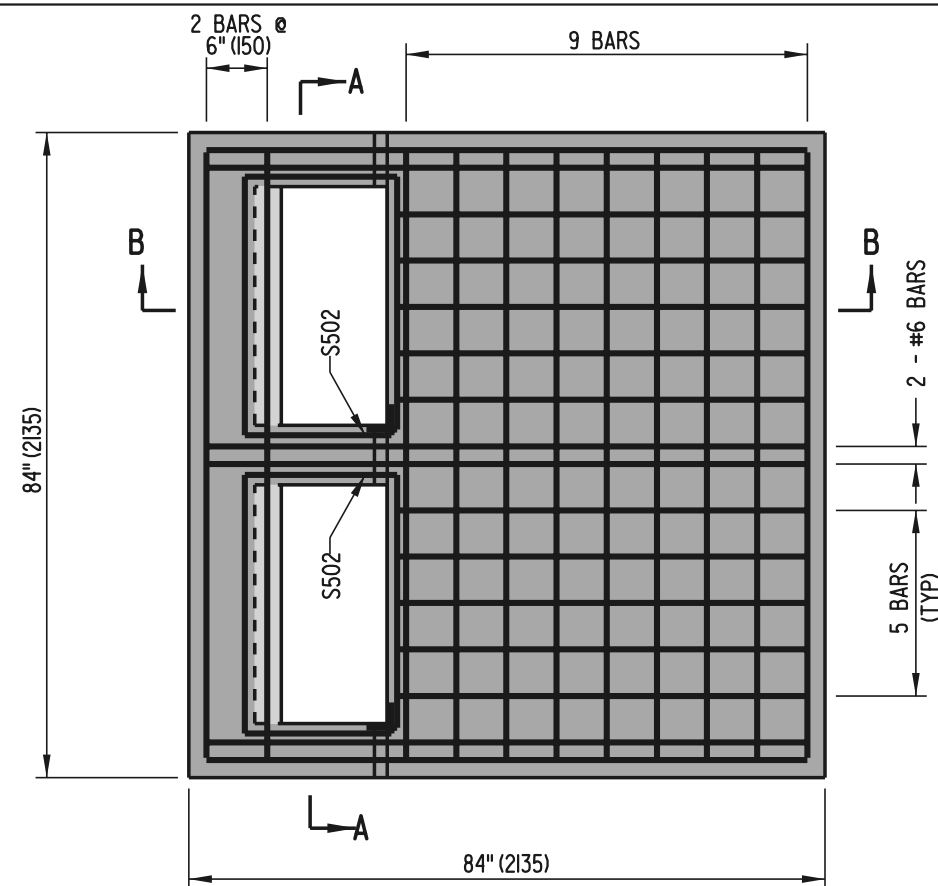
OF 8

APPROVED

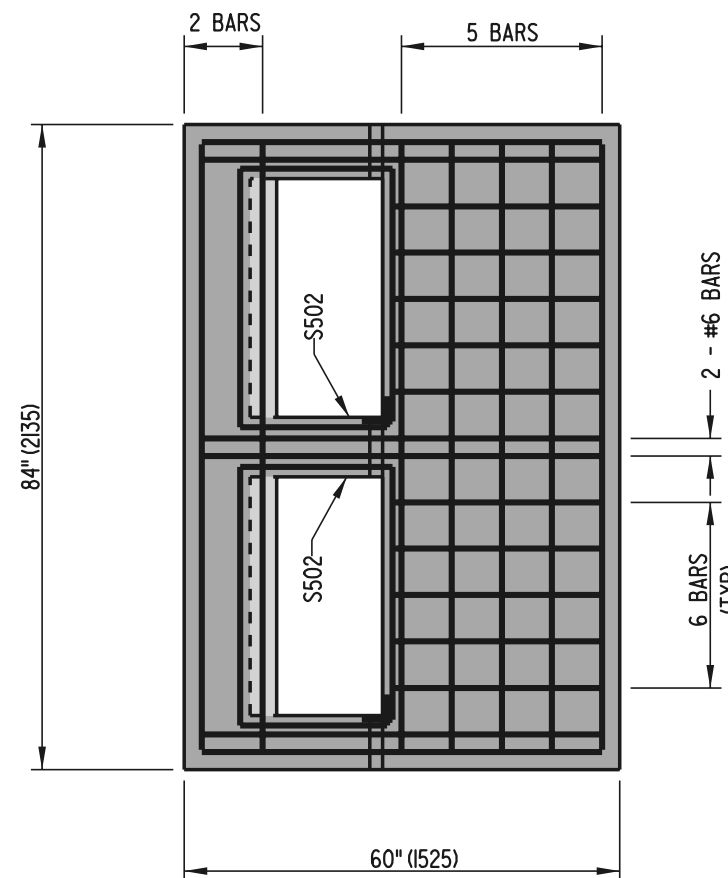
Caution Wicks 9/6/02
CHIEF ENGINEER DATE

RECOMMENDED

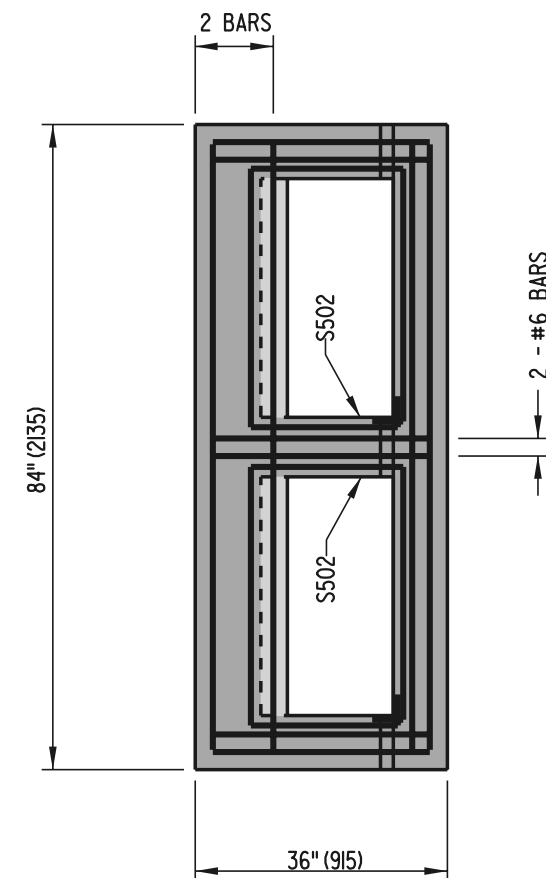
Theresa Delph 8/19/02
DESIGN ENGINEER DATE



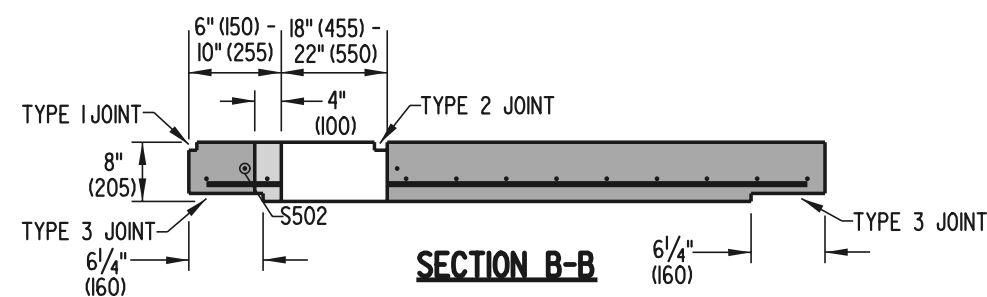
72" (1830) x 72" (1830) INLET



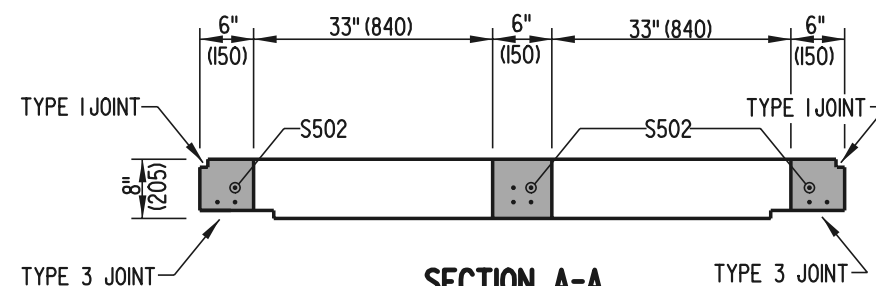
72" (1830) x 48" (1220) INLET



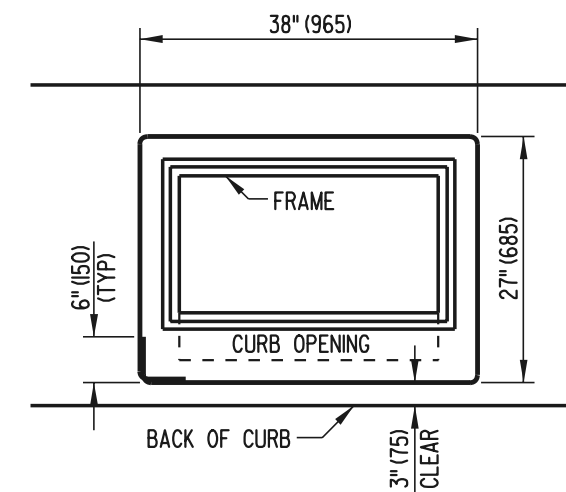
72" (1830) x 24" (610) INLET



SECTION B-B



SECTION A-A



S502 BENDING DIAGRAM

S502 IS NOT REQUIRED TO BE ONE CONTINUOUS BAR. IF MORE THAN ONE BAR IS USED, THERE MUST BE A 12" (300) OVERLAP BETWEEN BARS.

- NOTE :**
1. 4" (100) THROAT IS FOR TYPES B AND C TOP UNITS ONLY.
 2. RELOCATE ENCROACHING REINFORCING BARS WHEN USING TYPES B & C TOP UNITS.
 3. COVER SLABS ARE TO BE PRE-CAST AND MUST BE SIZED TO FIT INLET BOX DIMENSIONS.
 4. ALL BARS ARE TO BE #5 (#16) SPACED @ 6" (150) ± UNLESS NOTED OTHERWISE.
 5. MINIMUM BAR COVER = 1 1/2" (38).



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

DOUBLE INLET COVER SLAB DETAILS

STANDARD NO. **D-5 (2002)**

SHT. **5** OF **8**

APPROVED

Caroleen Wicks
CHIEF ENGINEER

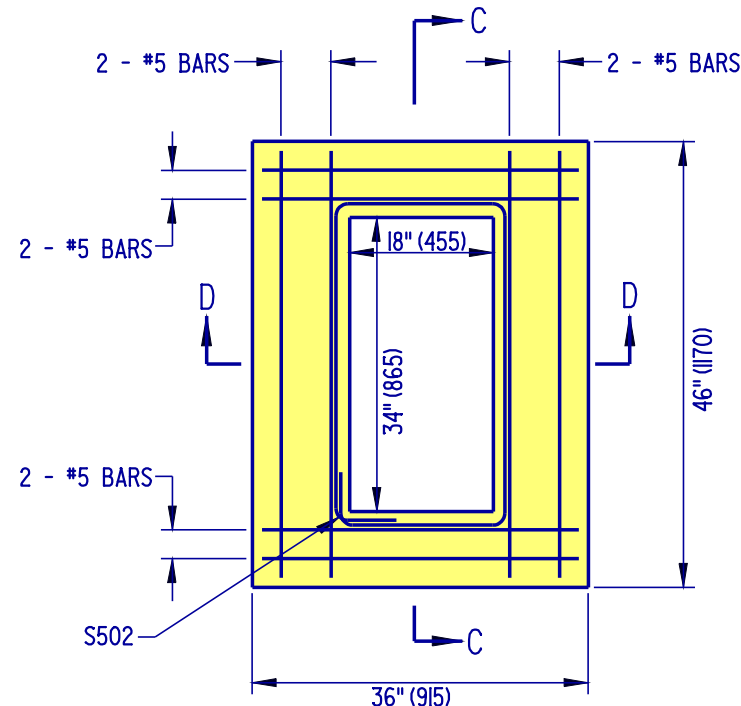
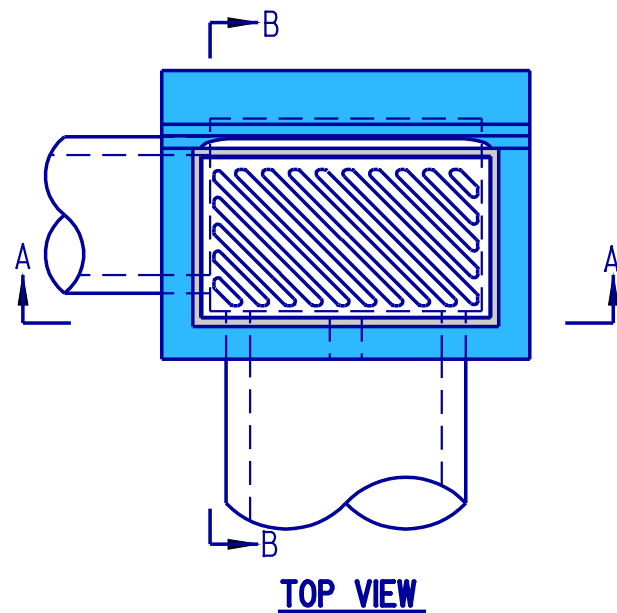
9/6/02
DATE

RECOMMENDED

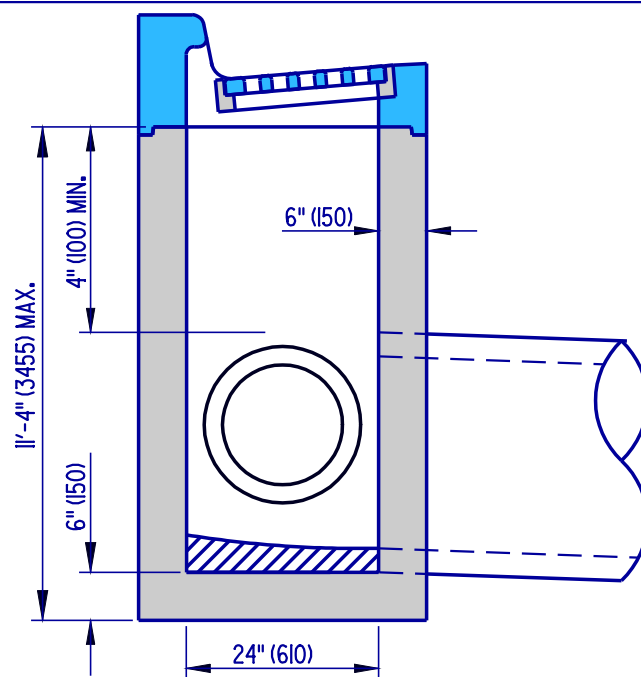
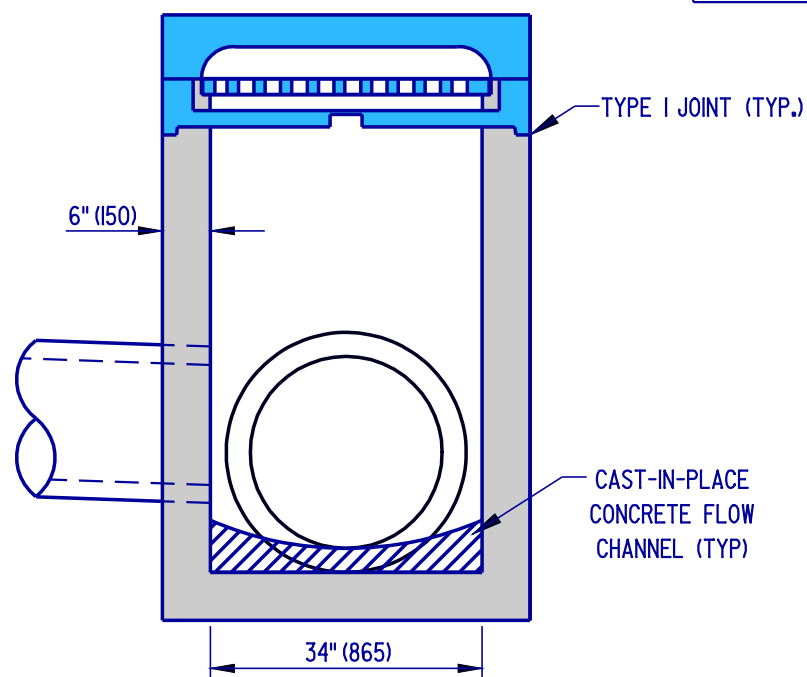
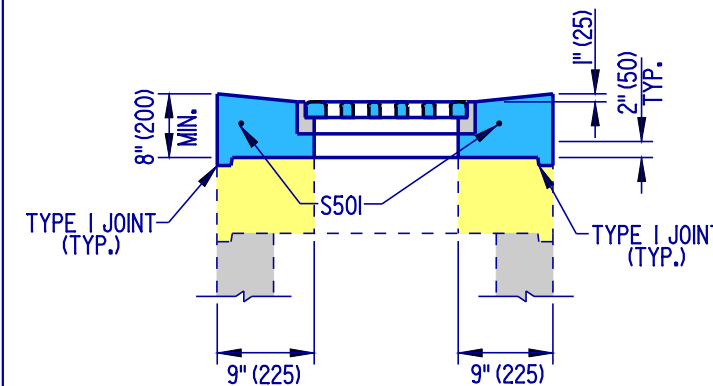
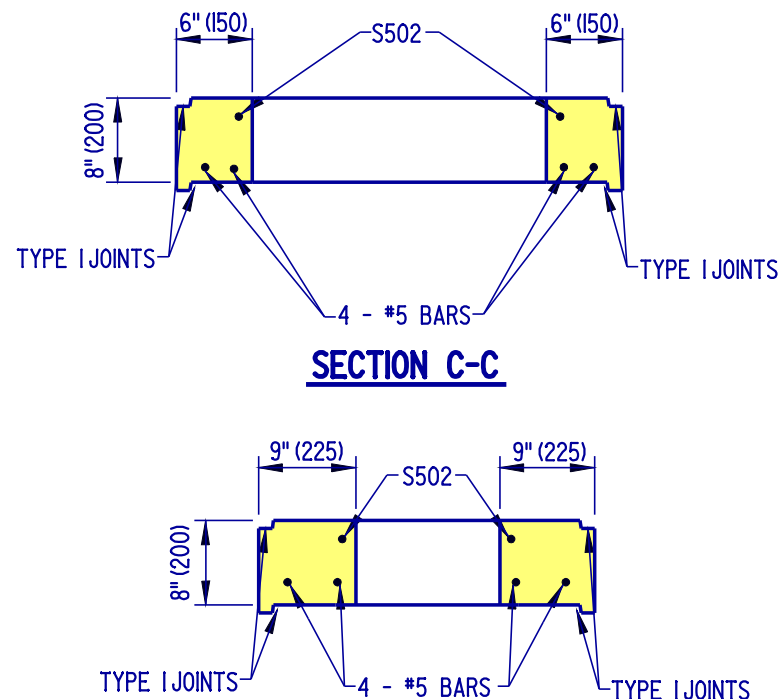
Theresa Delgado
DESIGN ENGINEER

8/19/02
DATE

SCALE : N.T.S.

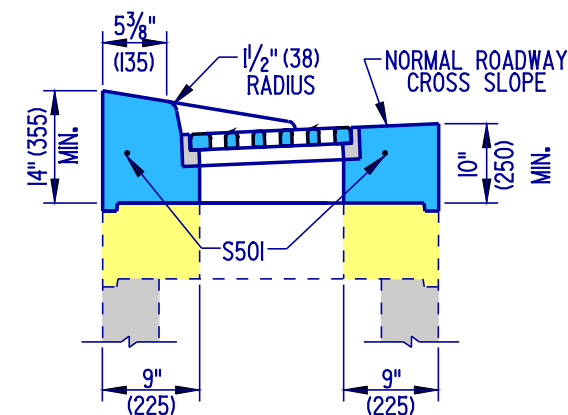
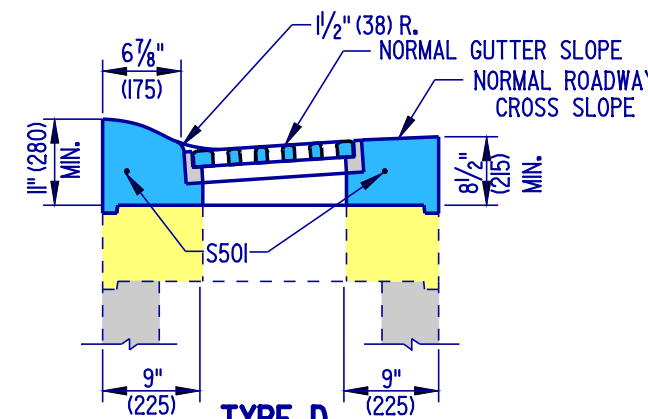
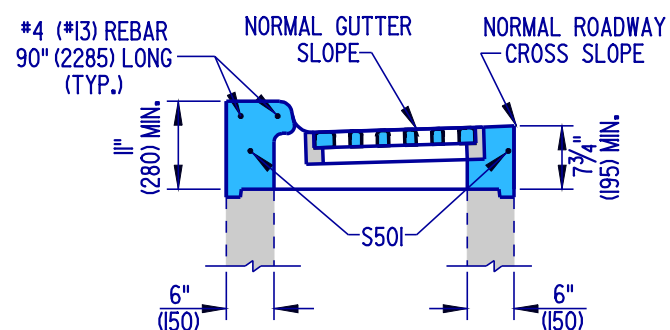
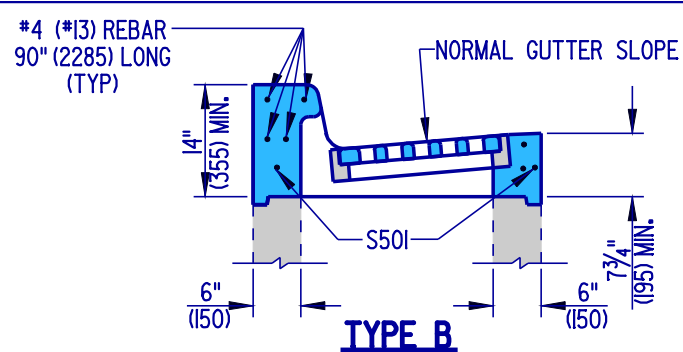


COVER SLAB DETAILS



34" (865) x 24" (610) DRAINAGE INLET DETAILS

NOTE: REFER TO PREVIOUS SHEETS FOR REINFORCING REQUIREMENTS



TOP UNIT DETAILS



DELAWARE
DEPARTMENT OF TRANSPORTATION

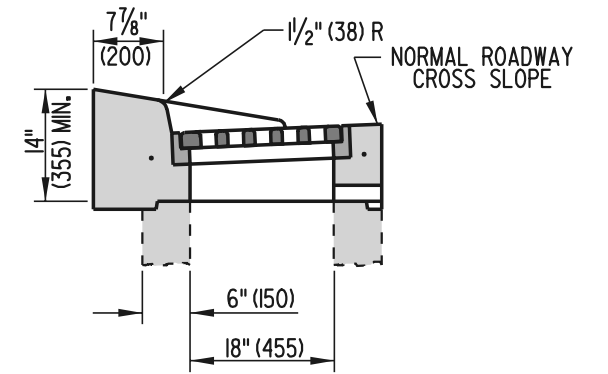
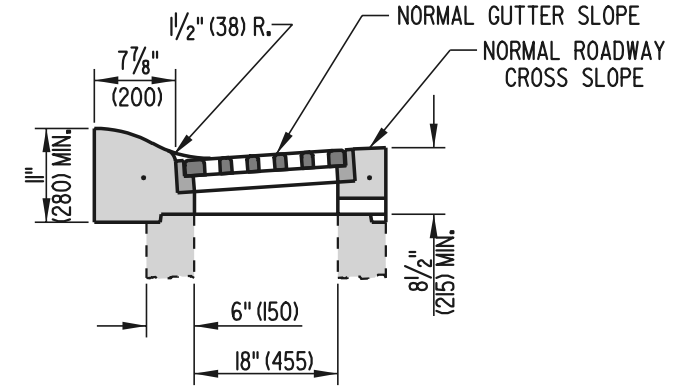
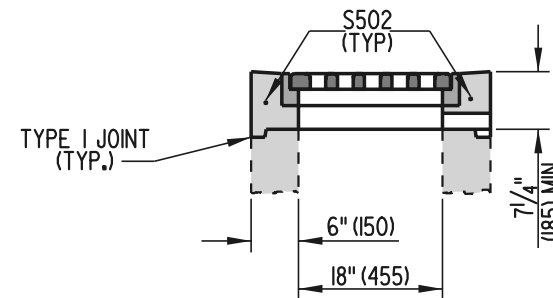
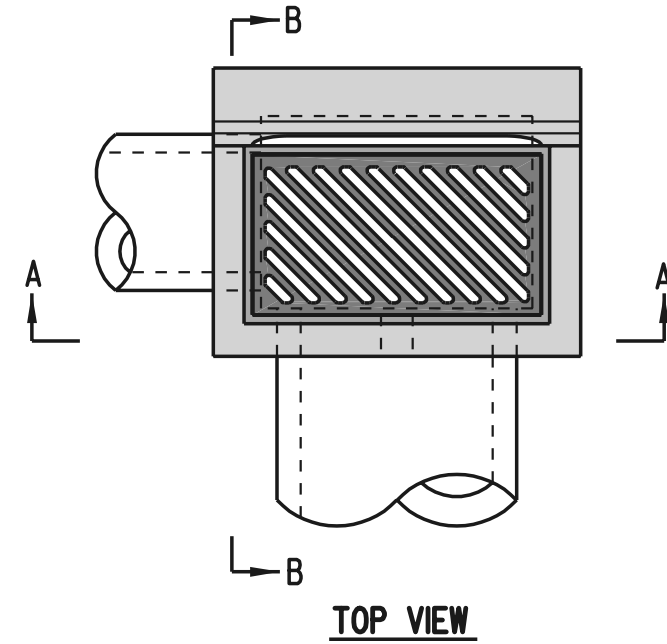
DRAINAGE INLET DETAILS

STANDARD NO. D-5 (2004)

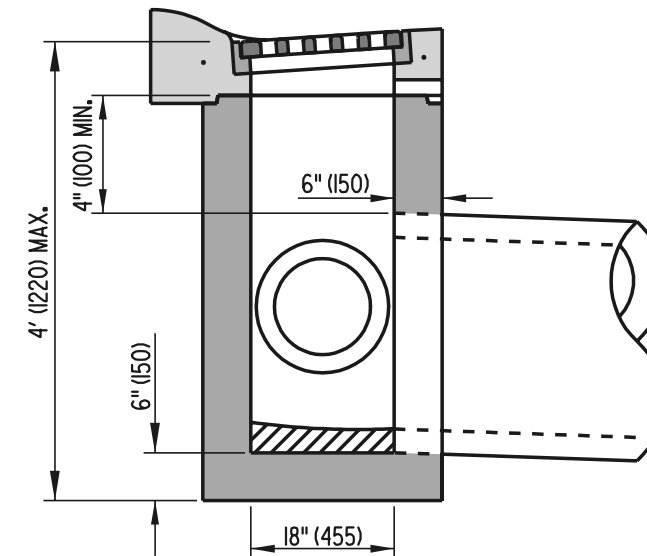
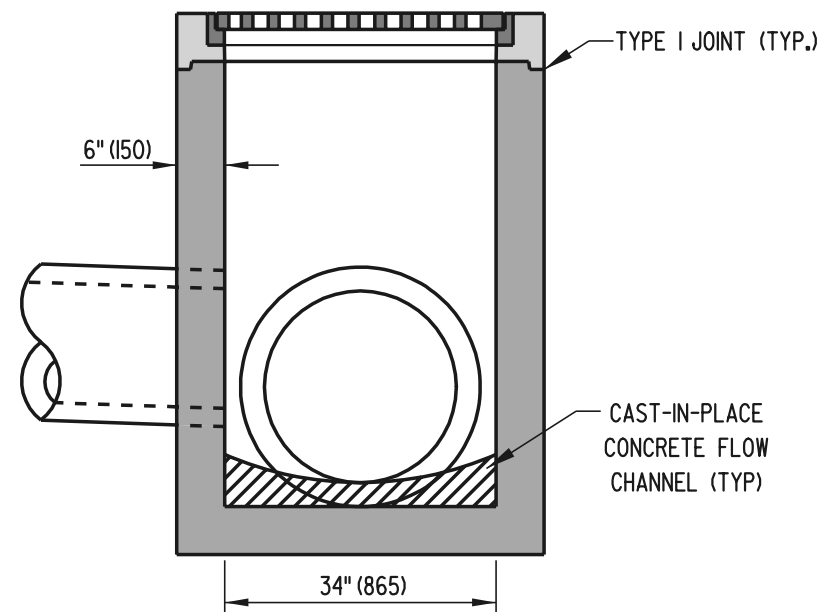
SHT. 6 OF 8

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

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



TOP UNIT DETAILS



34" (865) x 18" (455) DRAINAGE INLET DETAILS

- NOTES:
- 1.) REFER TO PREVIOUS SHEETS FOR REINFORCEMENT REQUIREMENTS
 - 2.) THE HEIGHT OF THIS INLET IS LIMITED TO 4' (1220) MAXIMUM, THEREFORE STEPS WILL NOT BE REQUIRED AND SHOULD NOT BE INSTALLED ON THIS INLET.



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

DRAINAGE INLET DETAILS

STANDARD NO. **D-5 (2002)** SHT. **7** OF **8**

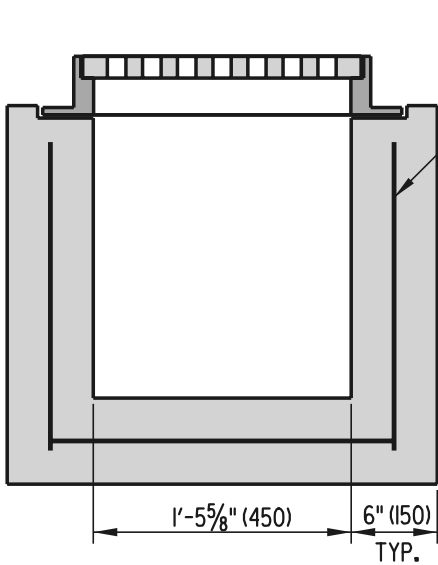
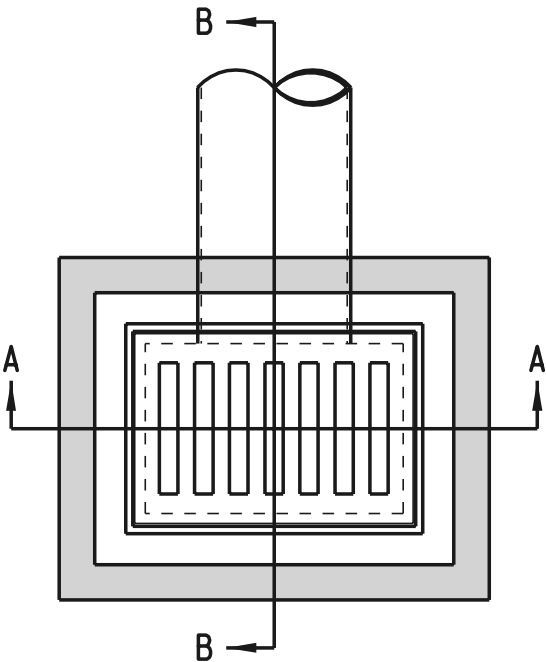
APPROVED

Caution Wicks 9/6/02
CHIEF ENGINEER DATE

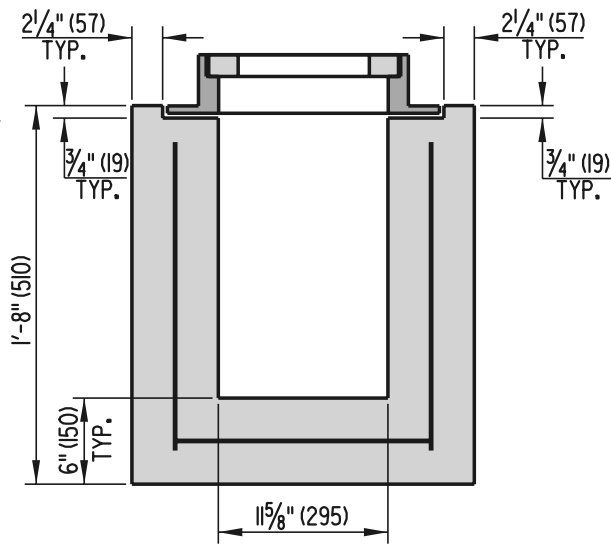
RECOMMENDED

Theresa Delph 8/19/02
DESIGN ENGINEER DATE

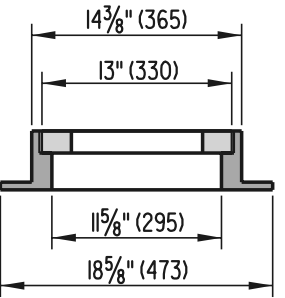
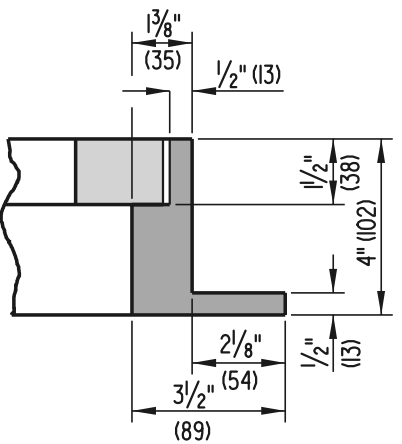
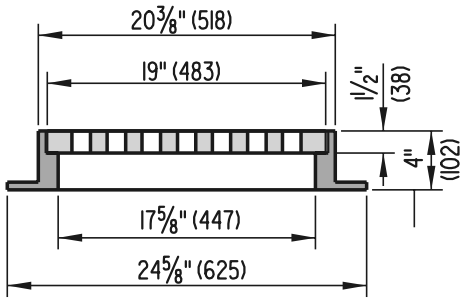
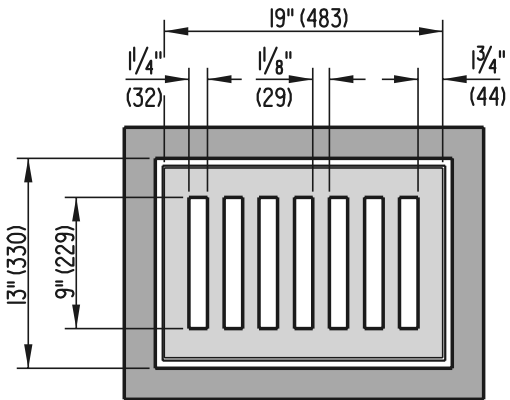
- NOTE:** 1. REINFORCEMENT SHALL BE 4" (102) X 4" (102) W4 X W4 (W26 X W26)
2. INLET BOXES ARE TO BE PRE-CAST OR CAST-IN-PLACE.



SECTION A-A



SECTION B-B



DELAWARE
DEPARTMENT OF TRANSPORTATION

LAWN INLET

STANDARD NO.

D-5 (2002)

SHT.

8

OF

8

APPROVED

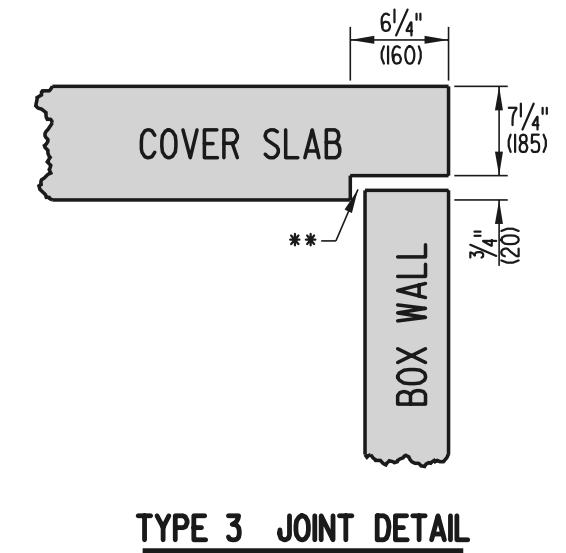
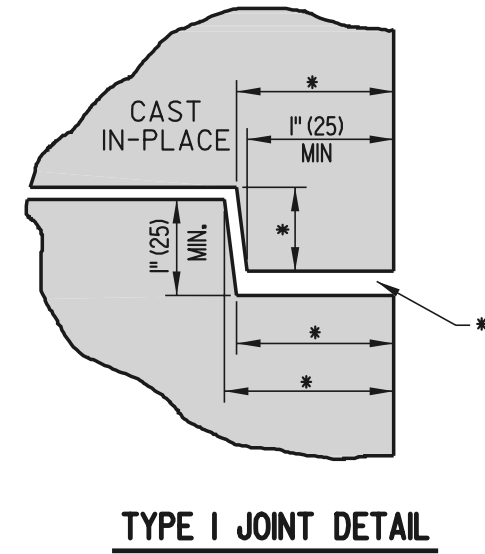
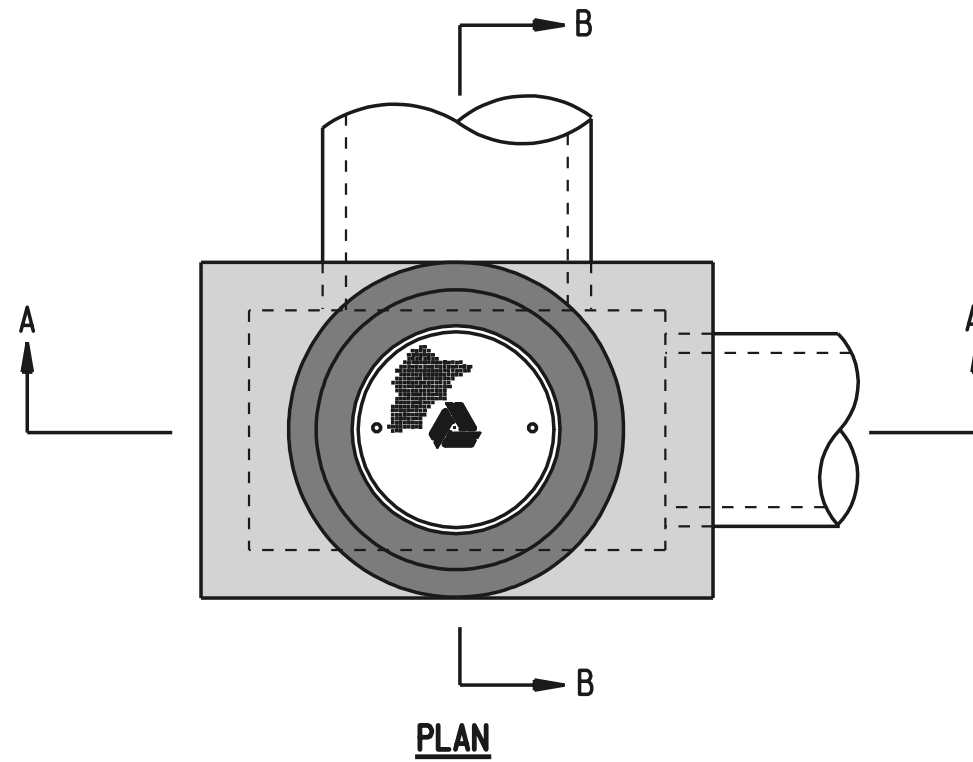
Caroleen Wicks
CHIEF ENGINEER

9/6/02
DATE

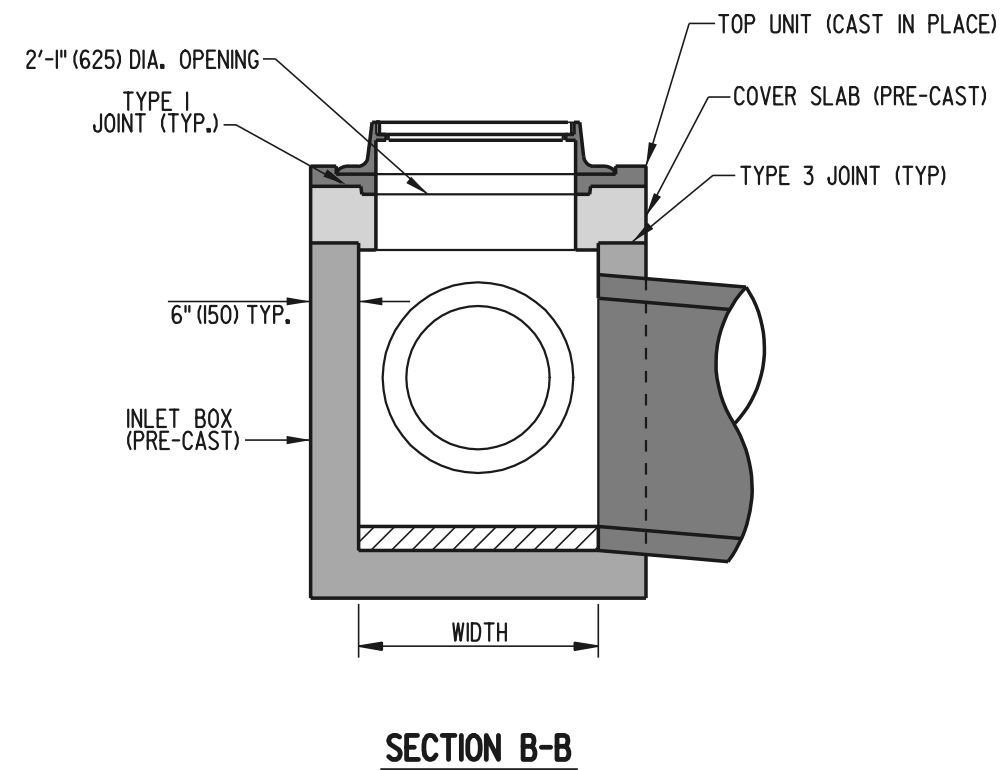
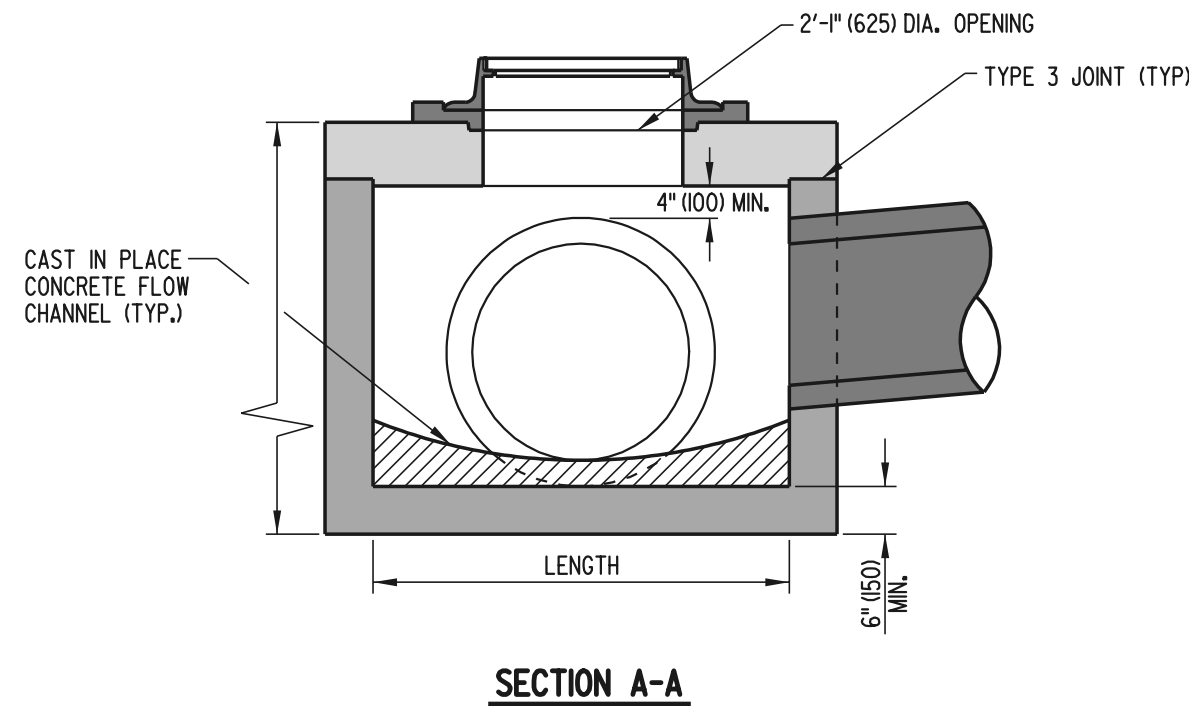
RECOMMENDED

Theresa Delph
DESIGN ENGINEER

9/19/02
DATE



* DIMENSIONS WILL VARY
** JOINT SEALANT



BOX MANHOLE ASSEMBLY



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

MANHOLE DETAILS

STANDARD NO.

D-6 (2001)

SHT. 1

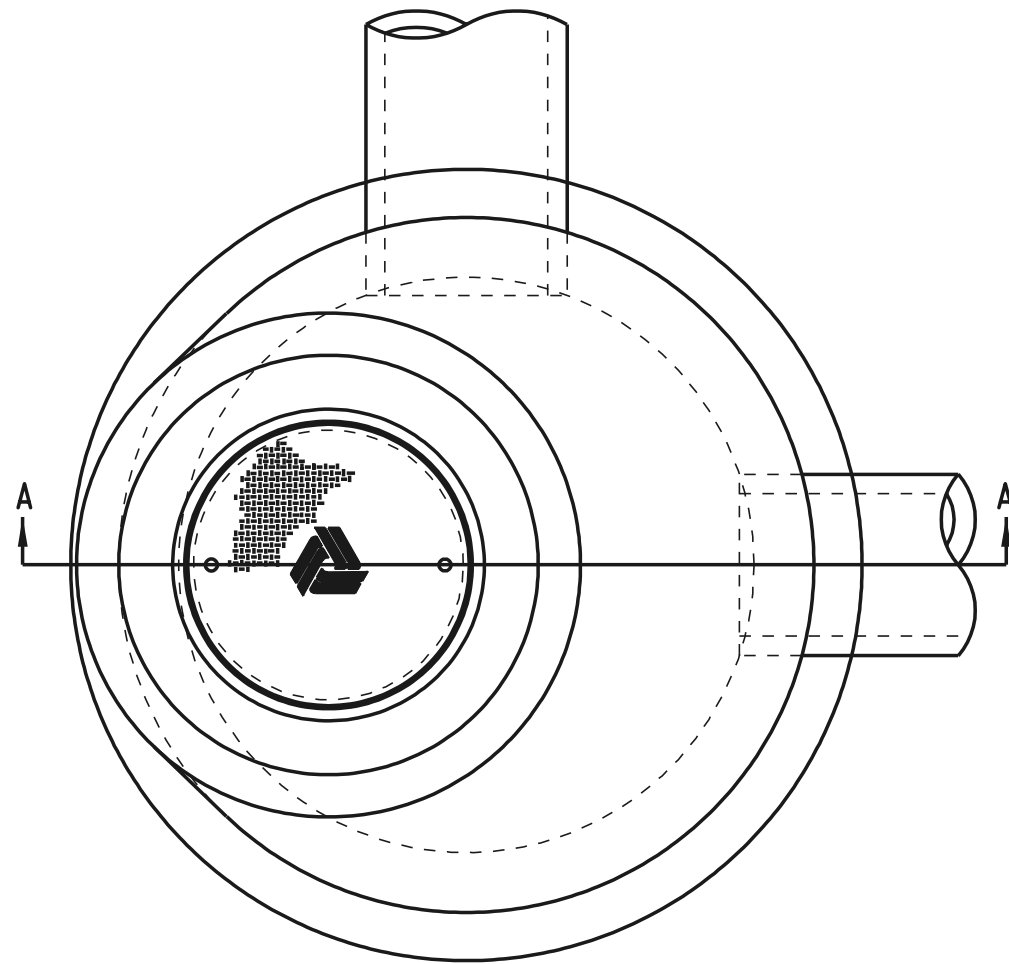
OF 4

APPROVED

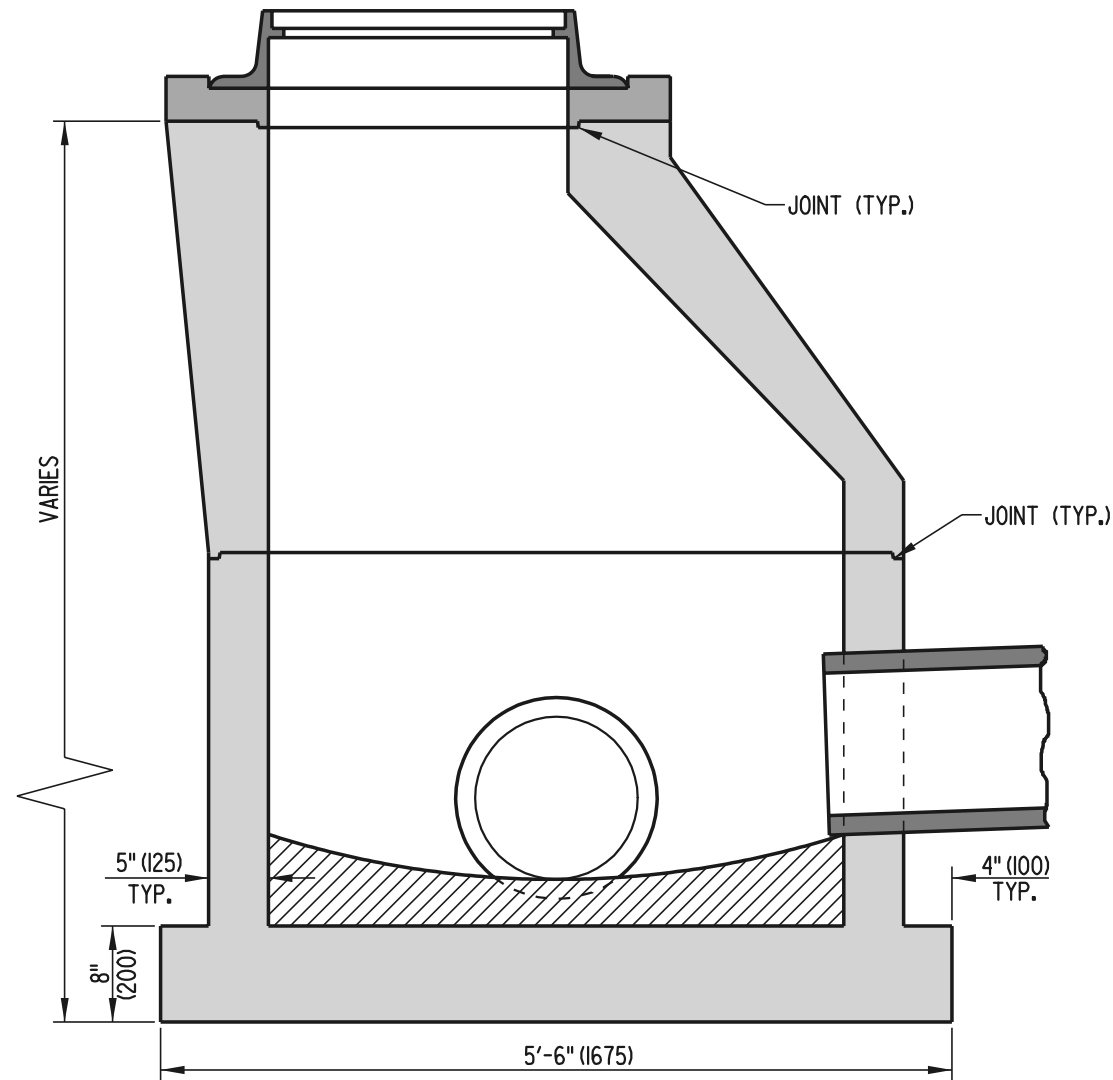
Ryan M. Harkness
CHIEF ENGINEER
DATE 6/18/01

RECOMMENDED

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



PLAN



SECTION A-A

ROUND MANHOLE ASSEMBLY

NOTE: ROUND MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M 199.



DELAWARE
DEPARTMENT OF TRANSPORTATION

MANHOLE DETAILS

STANDARD NO.

D-6 (2001)

SHT. 2

OF 4

APPROVED

Ryan M. Harkness
CHIEF ENGINEER

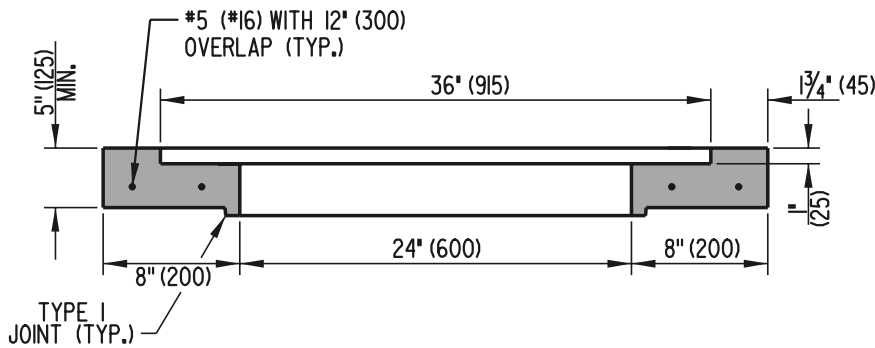
6/18/01
DATE

RECOMMENDED

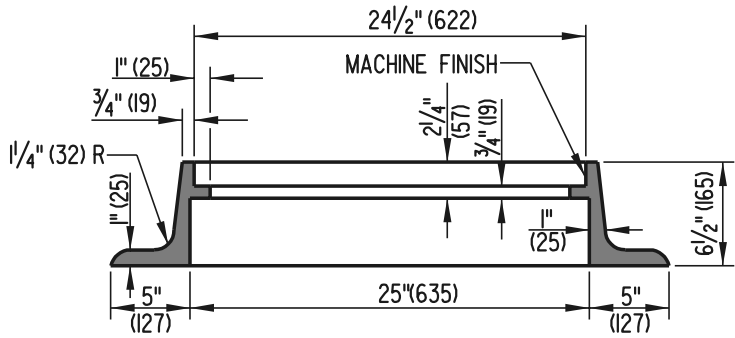
Mehal Alghamdi
DESIGN ENGINEER

6/18/01
DATE

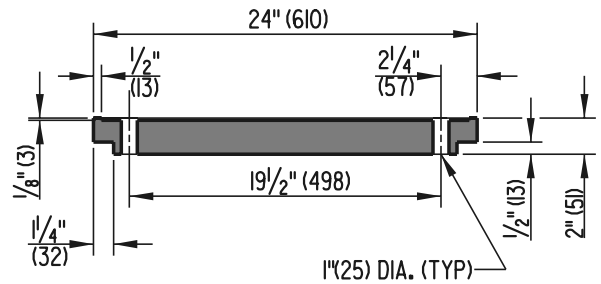
NOTE: TOP UNIT IS TO BE CAST IN PLACE TO GRADE AS SPECIFIED ON PLAN SHEETS OR AS DIRECTED BY ENGINEER.



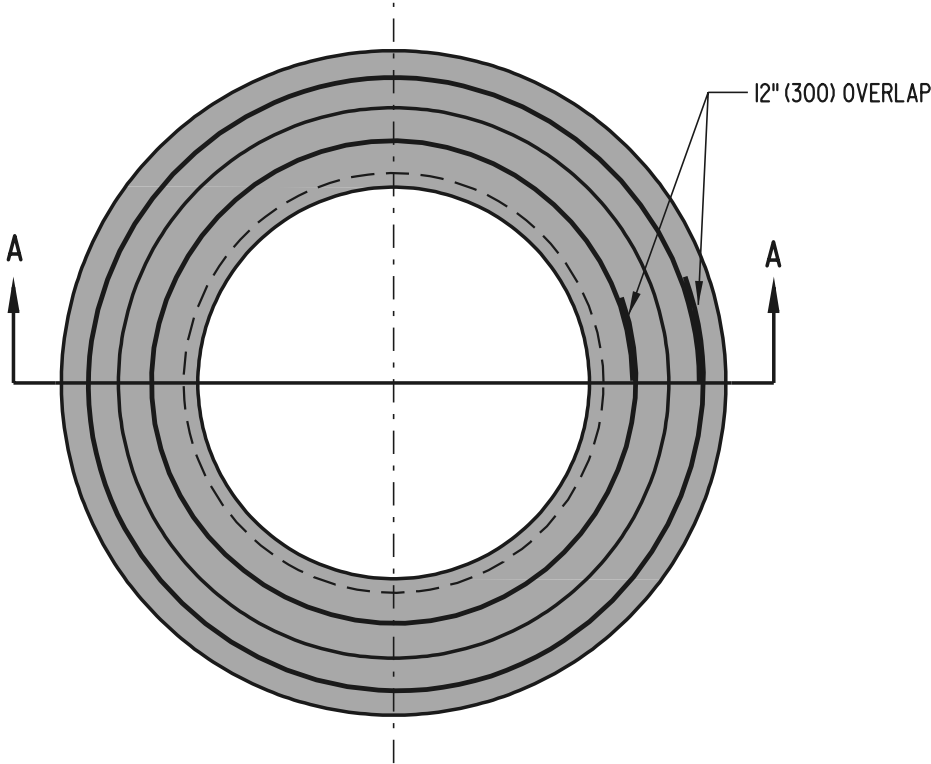
SECTION A-A



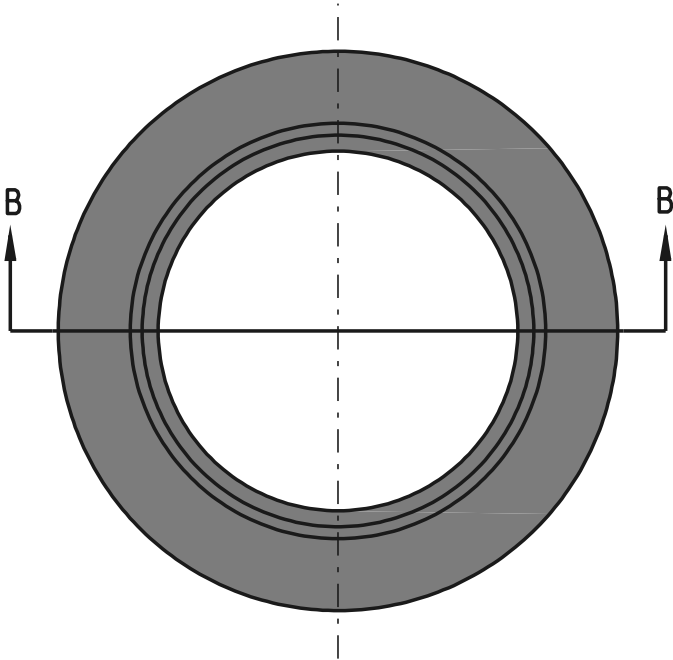
SECTION B-B



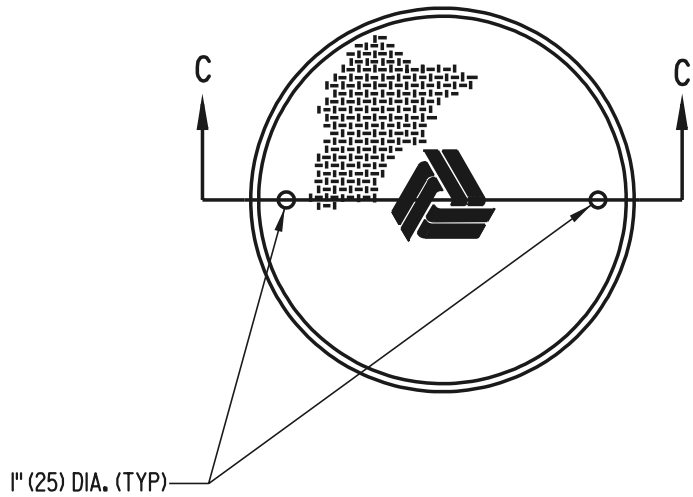
SECTION C-C



TOP UNIT



FRAME



COVER



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

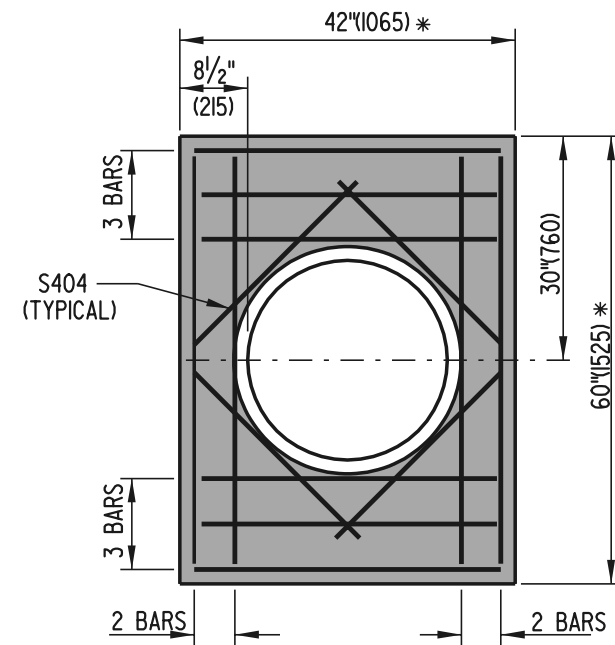
MANHOLE DETAILS

STANDARD NO. **D-6 (2001)** SHT. **3** OF **4**

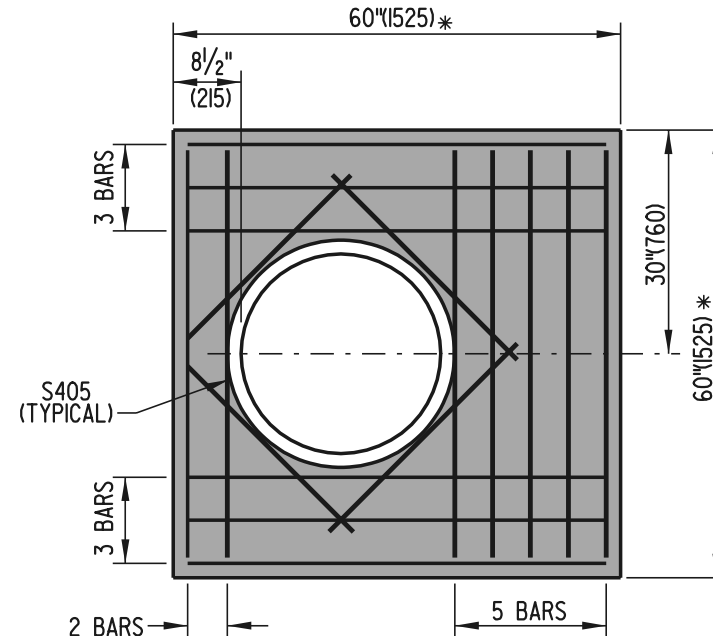
APPROVED *Ryan M. Harkness* **6/18/01**
CHIEF ENGINEER DATE

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

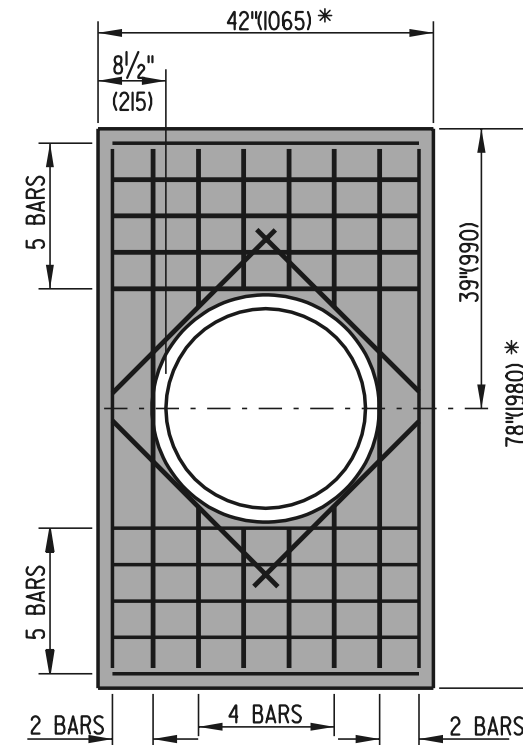
SCALE : N.T.S.



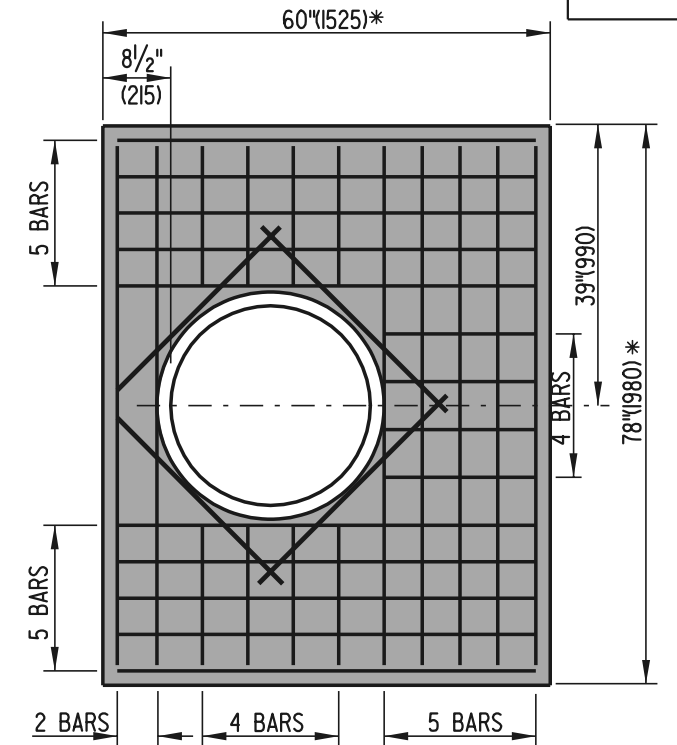
48" (1220) X 30" (760) MANHOLE



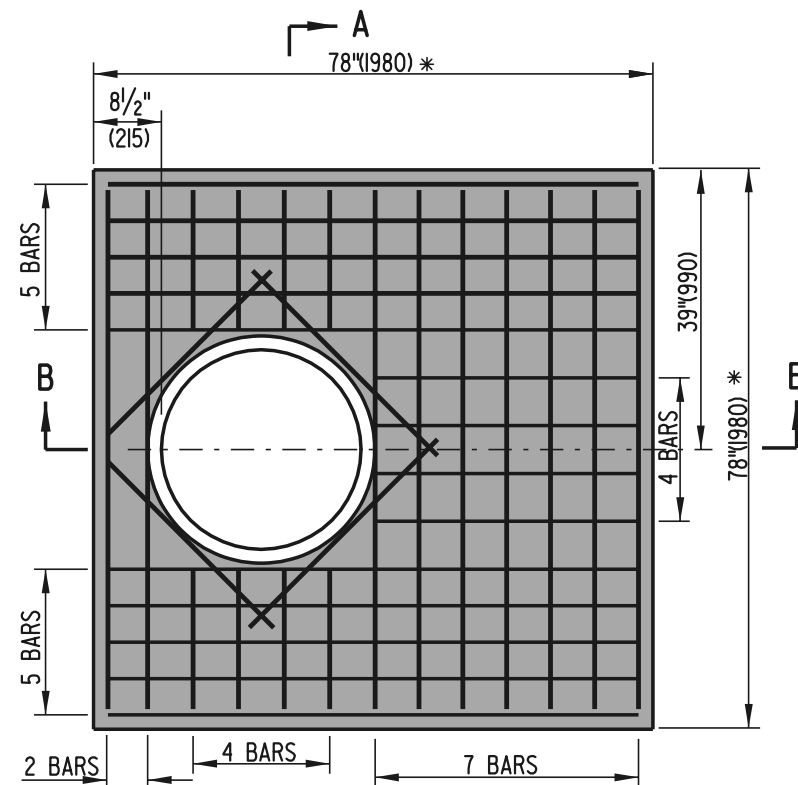
48" (1220) X 48" (1220) MANHOLE



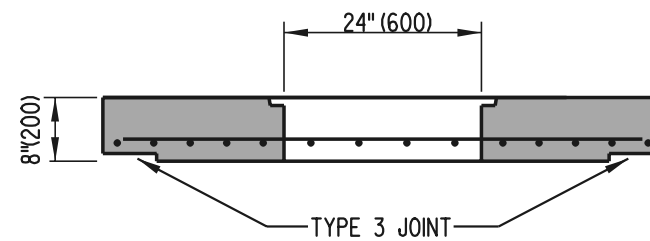
66" (1675) X 30" (760) MANHOLE



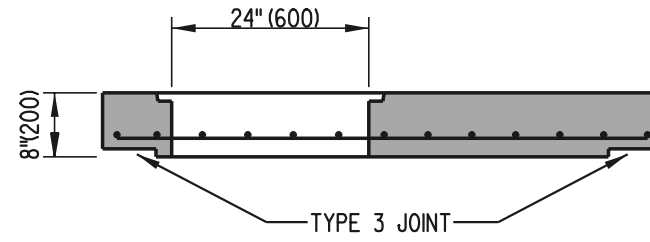
66" (1675) X 48" (1220) MANHOLE



66" (1675) X 66" (1675) MANHOLE



SECTION A-A



SECTION B-B

BOX MANHOLE COVER SLAB DETAILS

NOTES:

1. COVER SLABS SHALL BE PRE-CAST.
 2. ALL BARS SHALL BE #5 (*16) SPACED AT 6" (150) ± UNLESS NOTED OTHERWISE.
 3. MINIMUM BAR COVER = 1 1/2" (38).
- * - DIMENSIONS TO MATCH OUTSIDE TO OUTSIDE DIMENSIONS OF BOX.



DELAWARE
DEPARTMENT OF TRANSPORTATION

MANHOLE DETAILS

STANDARD NO.

D-6 (2002)

SHT. 4

OF 4

APPROVED

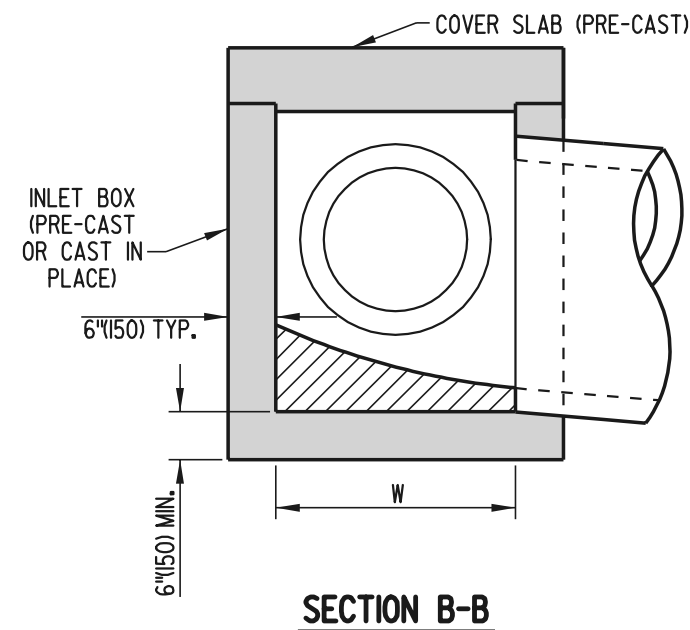
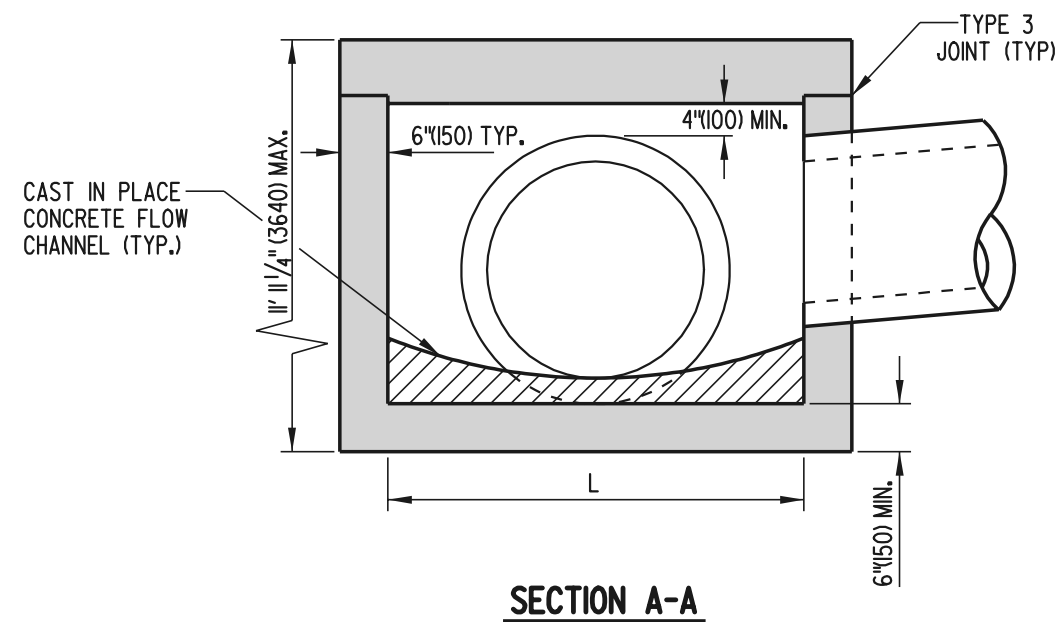
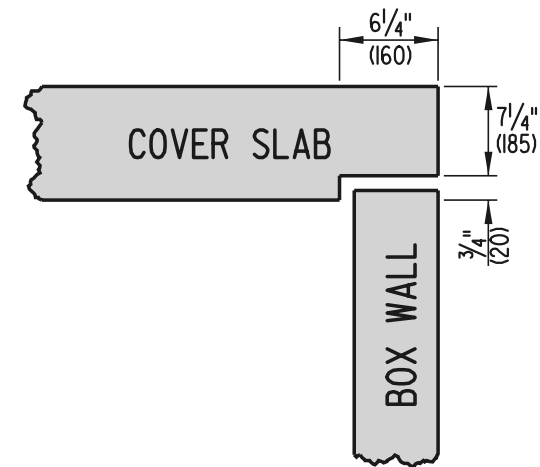
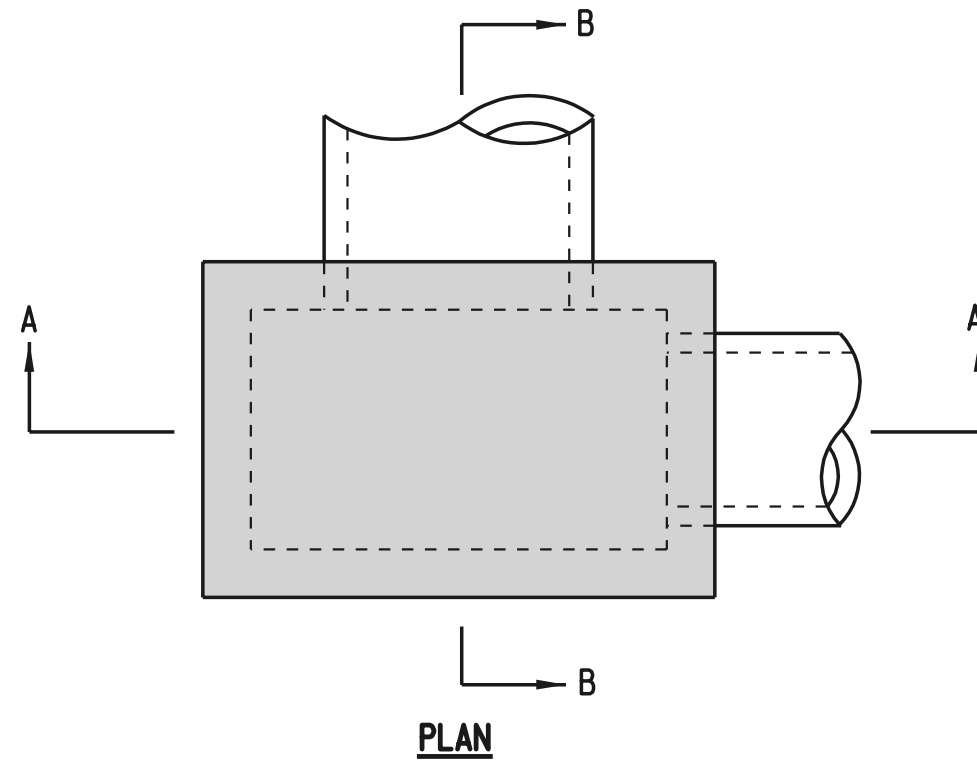
Caution Wicks
CHIEF ENGINEER

9/6/02
DATE

RECOMMENDED

Theresa Delph
DESIGN ENGINEER

8/19/02
DATE



JUNCTION BOX ASSEMBLY



DELAWARE
DEPARTMENT OF TRANSPORTATION

JUNCTION BOX DETAILS

STANDARD NO.

D-7 (2002)

SHT. 1

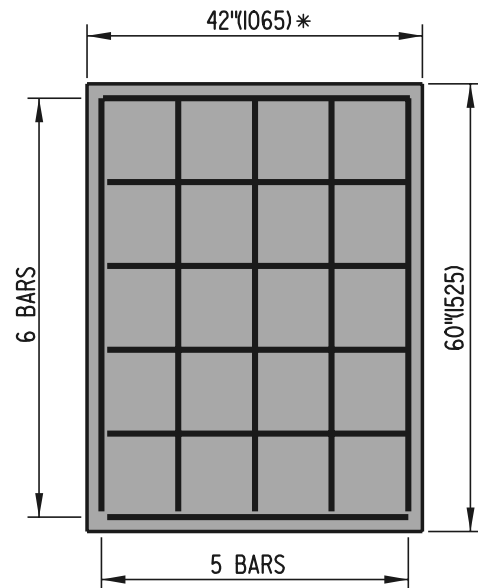
OF 2

APPROVED

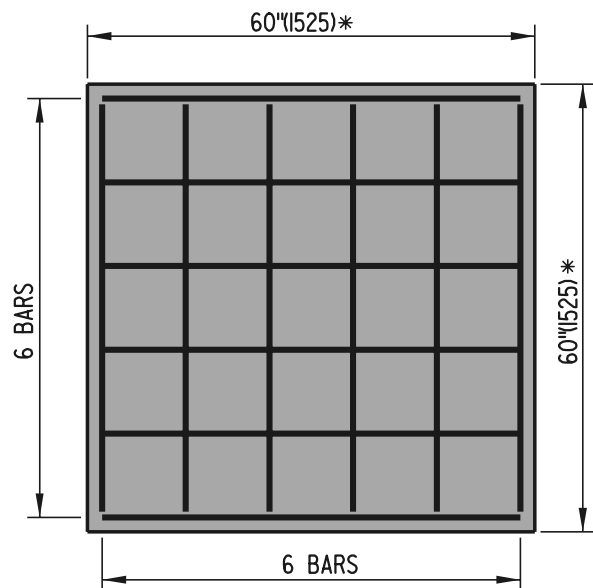
Caution Wicks 9/6/02
CHIEF ENGINEER DATE

RECOMMENDED

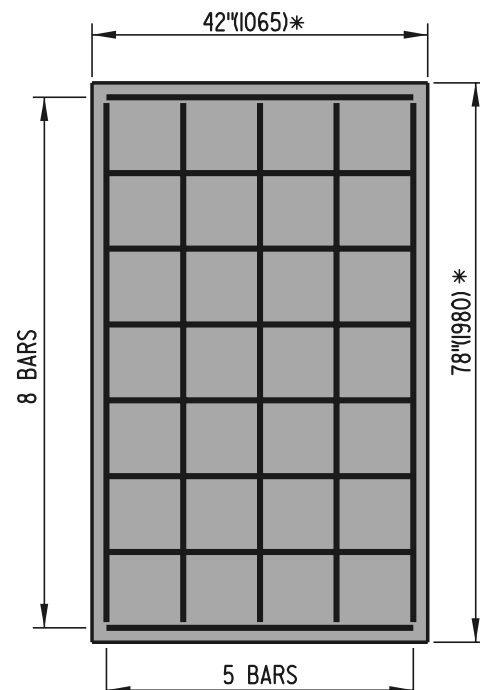
Theresa Delph 8/19/02
DESIGN ENGINEER DATE



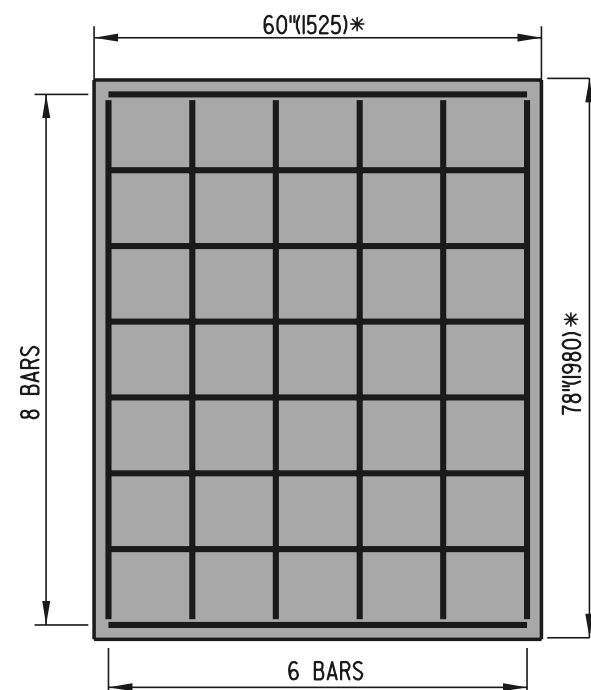
48" (1220) x 30" (760)
JUNCTION BOX



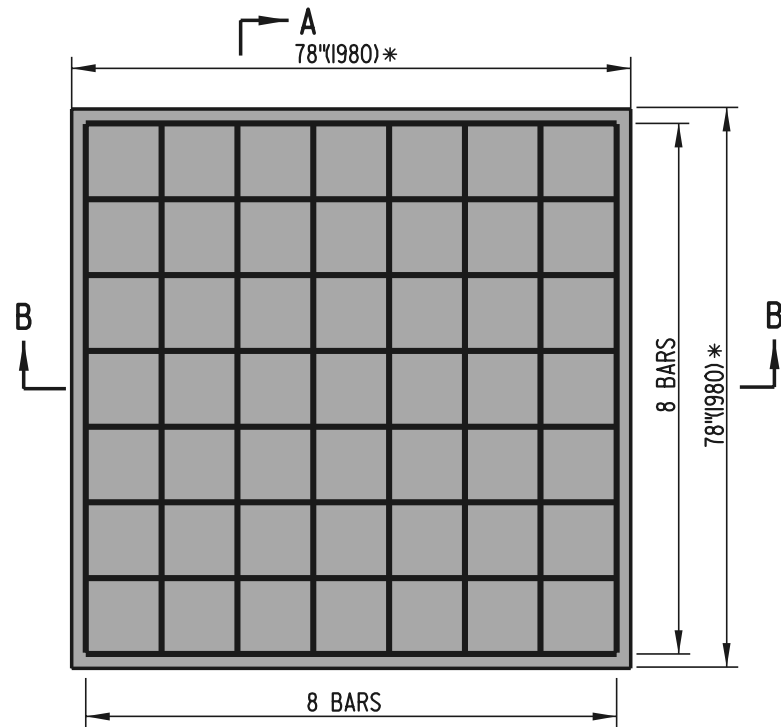
48" (1220) x 48" (1220)
JUNCTION BOX



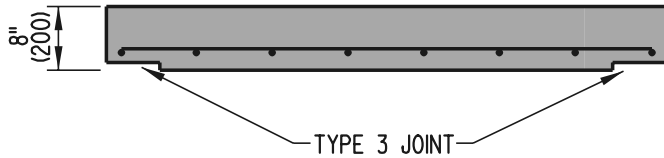
66" (1675) x 30" (760)
JUNCTION BOX



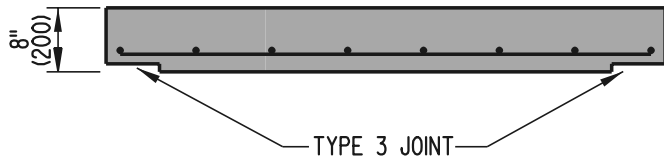
66" (1675) x 48" (1220)
JUNCTION BOX



66" (1675) x 66" (1675)
JUNCTION BOX



SECTION A-A



SECTION B-B

JUNCTION BOX COVER SLAB DETAILS

- NOTES :
- 1. COVER SLABS ARE TO BE PRE-CAST.
 - 2. ALL BARS ARE TO BE #5 (*16) SPACED @ 12" (305) ± UNLESS NOTED OTHERWISE.
 - 3. MINIMUM BAR COVER = 1 1/2" (38).
 - * - DIMENSIONS TO MATCH OUTSIDE TO OUTSIDE DIMENSIONS OF BOX

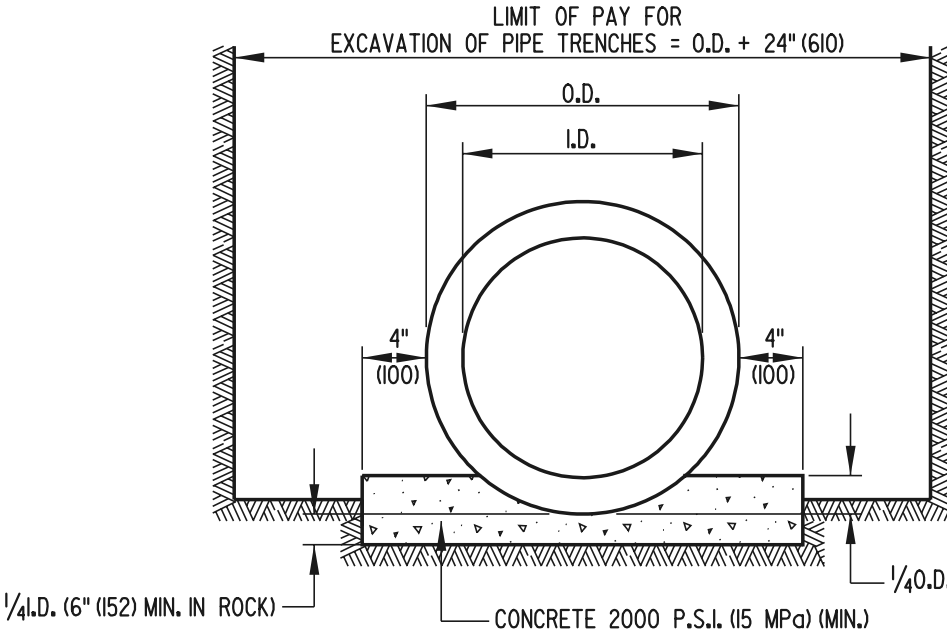


DELAWARE
DEPARTMENT OF TRANSPORTATION

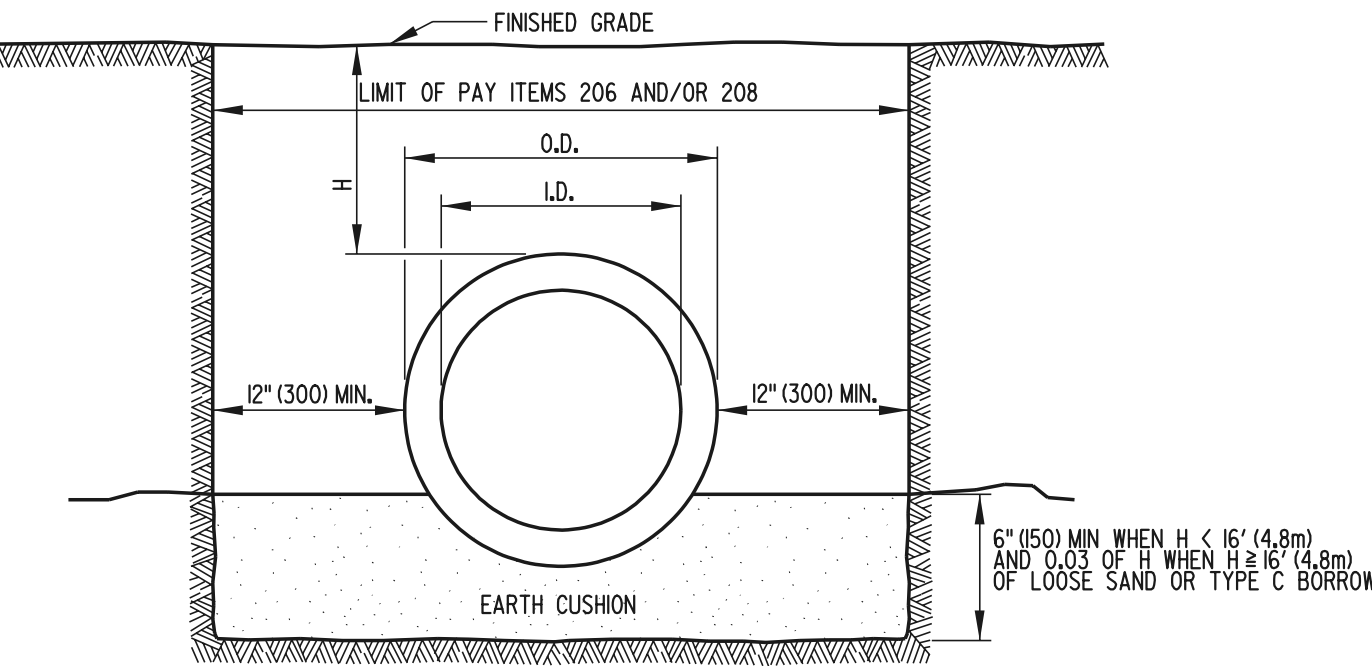
JUNCTION BOX DETAILS

STANDARD NO. D-7 (2002) SHT. 2 OF 2

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




CLASS A BEDDING

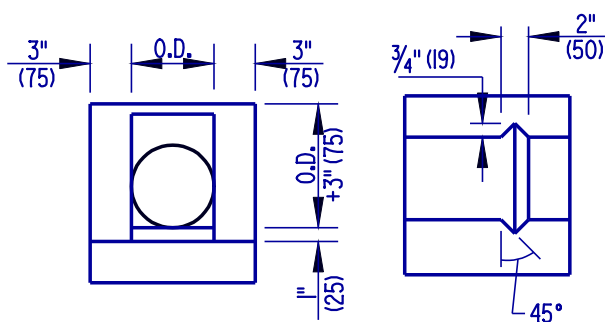
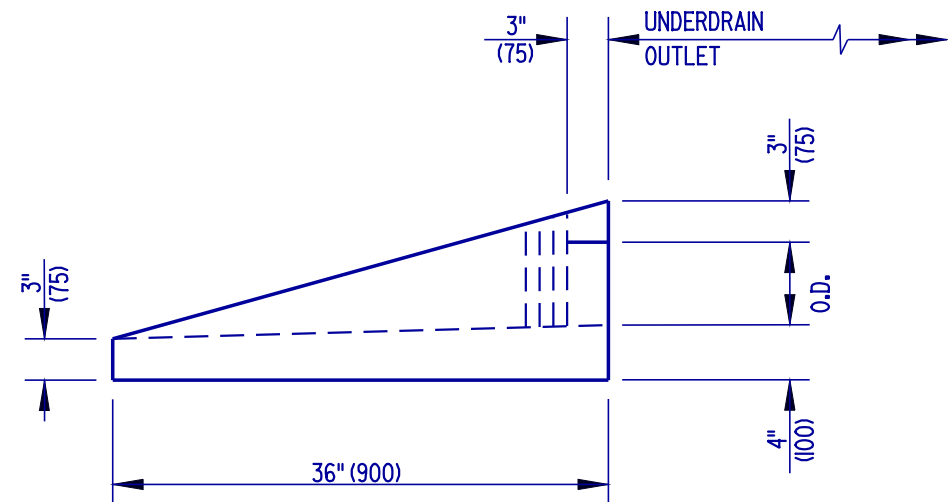


CLASS C BEDDING

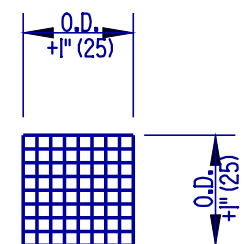
NOTE: USE CLASS C BEDDING UNLESS OTHERWISE INDICATED

| | | | | |
|--|-------------------------|--------|------|--|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | PIPE BEDDING | | | APPROVED <i>Ryan M. Harkness</i> 6/18/01 CHIEF ENGINEER DATE |
| | STANDARD NO. D-8 (2001) | SHT. 1 | OF 1 | RECOMMENDED <i>Michael P. Gotsch</i> 6/18/01 DESIGN ENGINEER DATE |

SCALE : N.T.S.

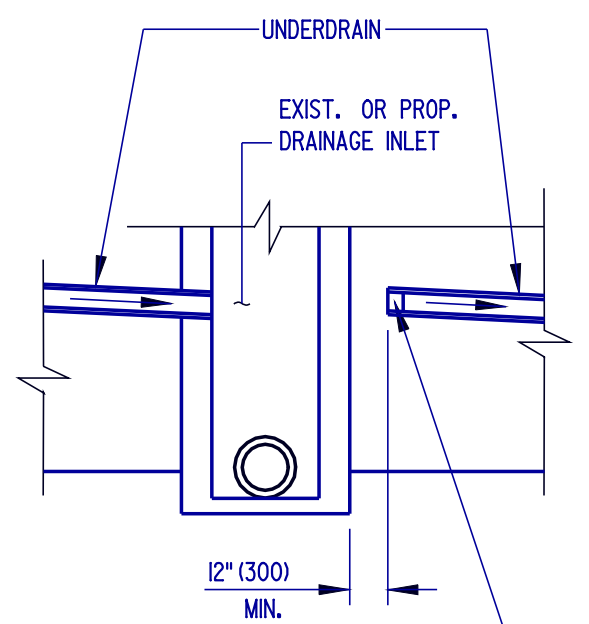
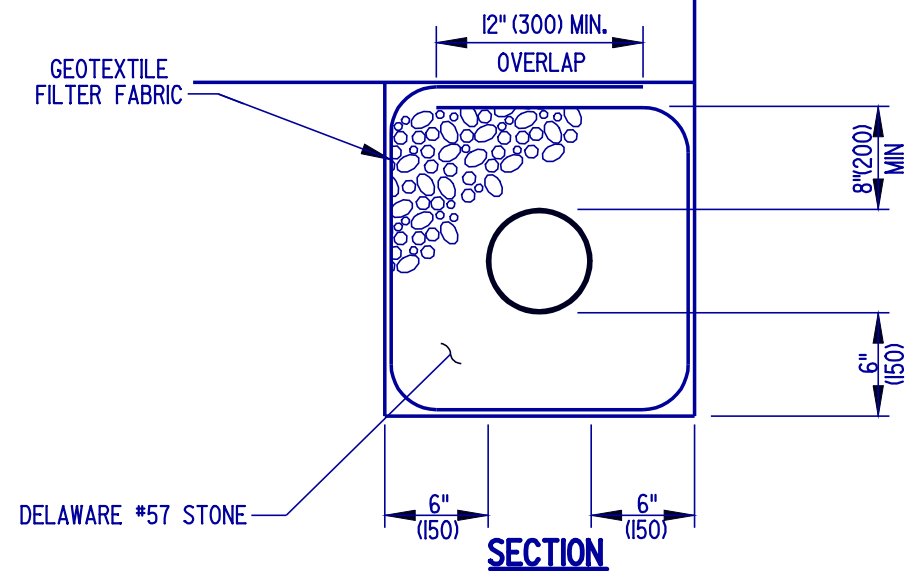
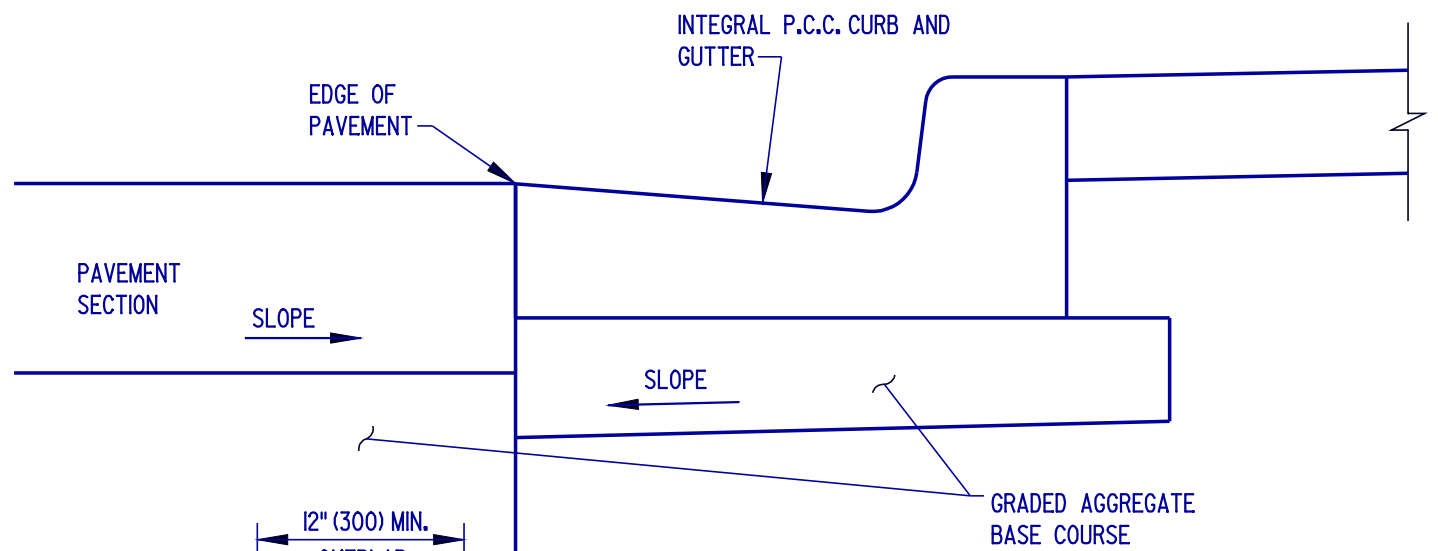


FRONT VIEW
TOP VIEW
SLOTTED HEADWALL DETAIL



FRONT VIEW
RODENT SCREEN


CONCRETE HEADWALL FOR UNDERDRAIN OUTLET
NOT TO SCALE

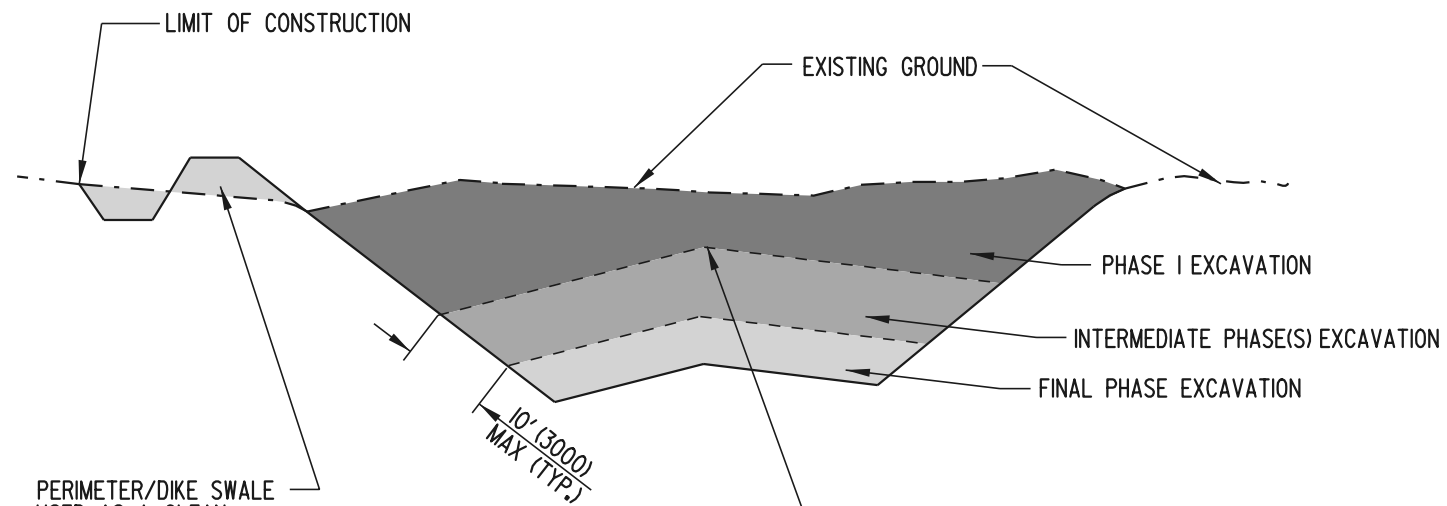


ELEVATION

PERFORATED PIPE UNDERDRAIN
NOT TO SCALE

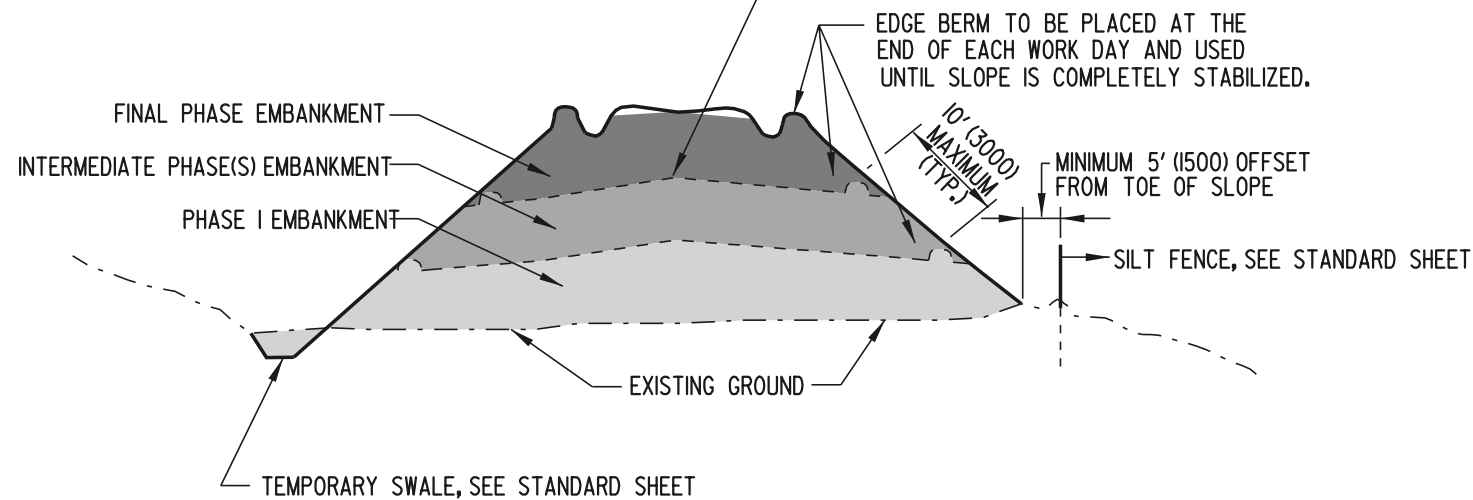
- NOTES:**
1. GEOTEXTILE FILTER FABRIC SHALL BE PLACED ENTIRELY OVER THE TOP OF UNDERDRAIN TRENCH AND LAPPED AS SHOWN.
 2. SLOPE OF UNDERDRAINS SHALL MATCH ROADWAY GRADE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 3. OUTLET PIPE CONFIGURATIONS SHALL USE 45 DEGREE ELBOWS OR SHALL USE STRAIGHT PIPE WITH A MINIMUM RADIUS OF 3' (900) TO DIRECT UNDERDRAIN PIPE INTO SIDE OF DRAINAGE INLET OR TO POSITIVE GRADE. PIPE SHALL ALSO BE NON-PERFORATED AND HAVE A SMOOTH INTERIOR.
 4. RODENT SCREEN SHALL SNUGLY FIT THE PROVIDED SLOT WITH THE SCREEN LIP FITTING TIGHT TO THE BOTTOM FLOW LINE.
 5. A 4' (1200) FLEXIBLE DELINEATOR SHALL BE FURNISHED AND INSTALLED AT THE DIRECTION OF THE ENGINEER TO MARK THE LOCATION OF THE CONCRETE HEADWALL. COST INCIDENTAL TO DOWNSPOUT SPLASH APRONS ITEM.
 6. WHEN TWO LINES OF PIPE UNDERDRAIN DRAIN TO A LOW POINT, EACH PIPE MUST HAVE ITS OWN OUTLET.

| | | | | | |
|--|--|---------------|-------------|--|--|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | PERFORATED PIPE UNDERDRAIN DETAIL | | | APPROVED <i>Carolann Wick</i> 1/10/05 CHIEF ENGINEER DATE | |
| | STANDARD NO. D-9 (2004) | SHT. 1 | OF 1 | RECOMMENDED <i>Dennis M. O'Fl</i> 1/3/05 DESIGN ENGINEER DATE | |



CUT SECTION

BREAK IN CROSS SLOPE MAY BE ELIMINATED TO DIRECT SURFACE FLOW LEFT OR RIGHT OR AS DIRECTED BY THE ENGINEER.



FILL SECTION

- NOTES:**
- 1.) EDGE BERMS AND TEMPORARY SLOPE DRAINS SHALL BE CONSTRUCTED ALONG THE TOP OF ALL SLOPES TO INTERCEPT RUNOFF AND CONVEY IT DOWN THE SLOPE FACES WITHOUT CREATING GULLIES OR WASHOUTS.
 - 2.) SLOPE FACES SHALL BE TRACKED WITH CLEATED EQUIPMENT SUCH THAT THE CLEAT MARKS ARE ORIENTED HORIZONTALLY.
 - 3.) ALL CUT AND FILL SLOPES OF THE HIGHWAY EMBANKMENT SHALL BE PERMANENTLY STABILIZED AS THE WORK PROGRESSES IN INCREMENTS NOT TO EXCEED 10' (3000) MEASURED ALONG THE SLOPE.
 - 4.) CROSS SLOPES SHALL BE 2% MINIMUM, 6% MAXIMUM.



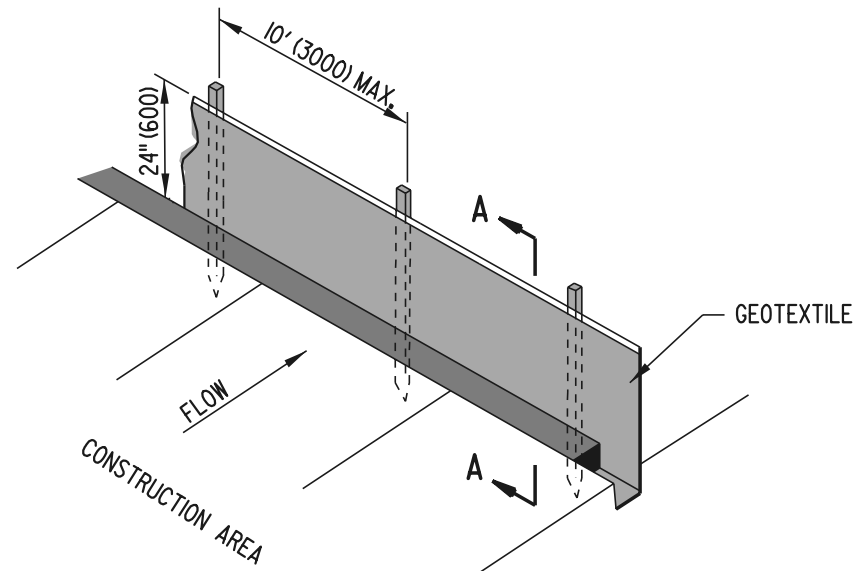
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

INCREMENTAL STABILIZATION

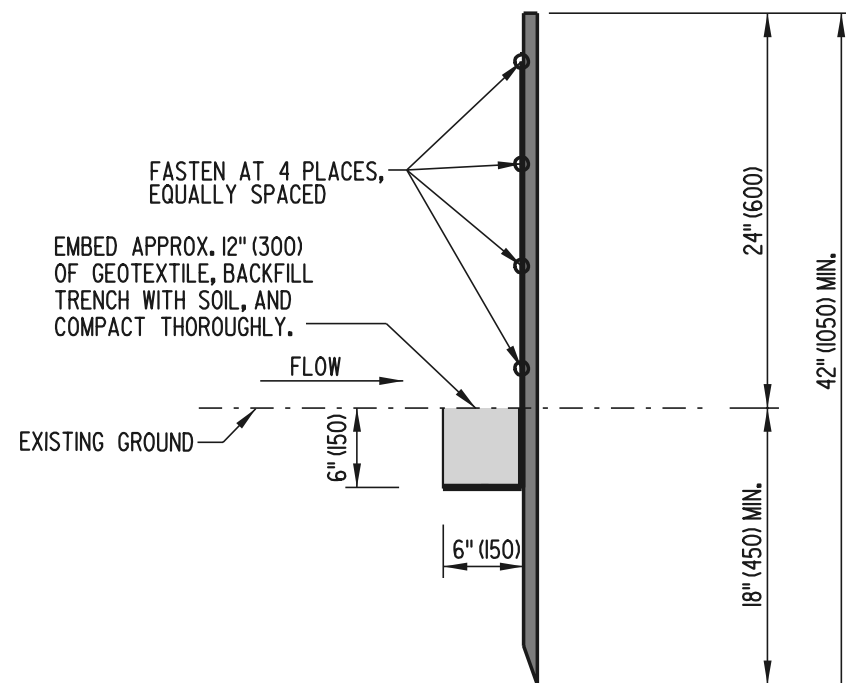
STANDARD NO. E-1 (2001) SHT. 1 OF 1

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

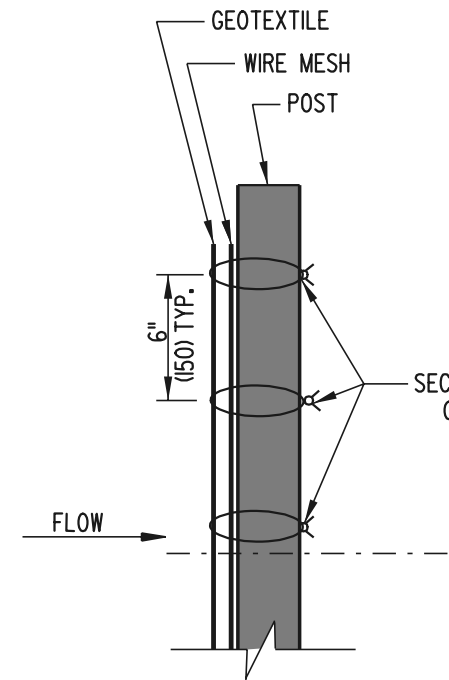
RECOMMENDED *Michael P. Gotsch* 6/18/01
DESIGN ENGINEER DATE



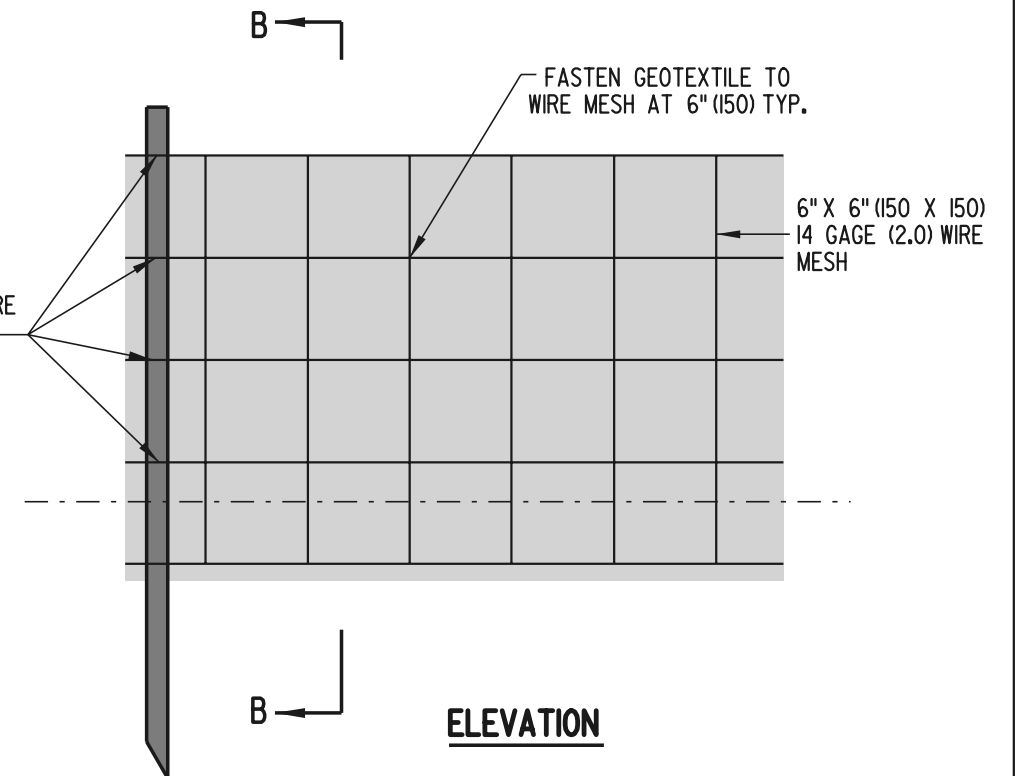
ISOMETRIC VIEW



SECTION A-A

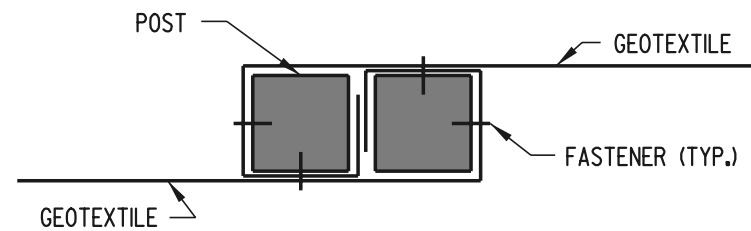


SECTION B-B



ELEVATION

**WIRE MESH DETAIL
(REINFORCED SILT FENCE ONLY)**



CONNECTON DETAIL
FOR USE WITH JOINING TWO
ADJACENT SILT FENCE SECTIONS

NOTE: THIS DEVICE IS INTENDED TO CONTROL SHEET FLOW ONLY.
IT SHALL NOT BE USED IN AREAS OF CONCENTRATED FLOW.

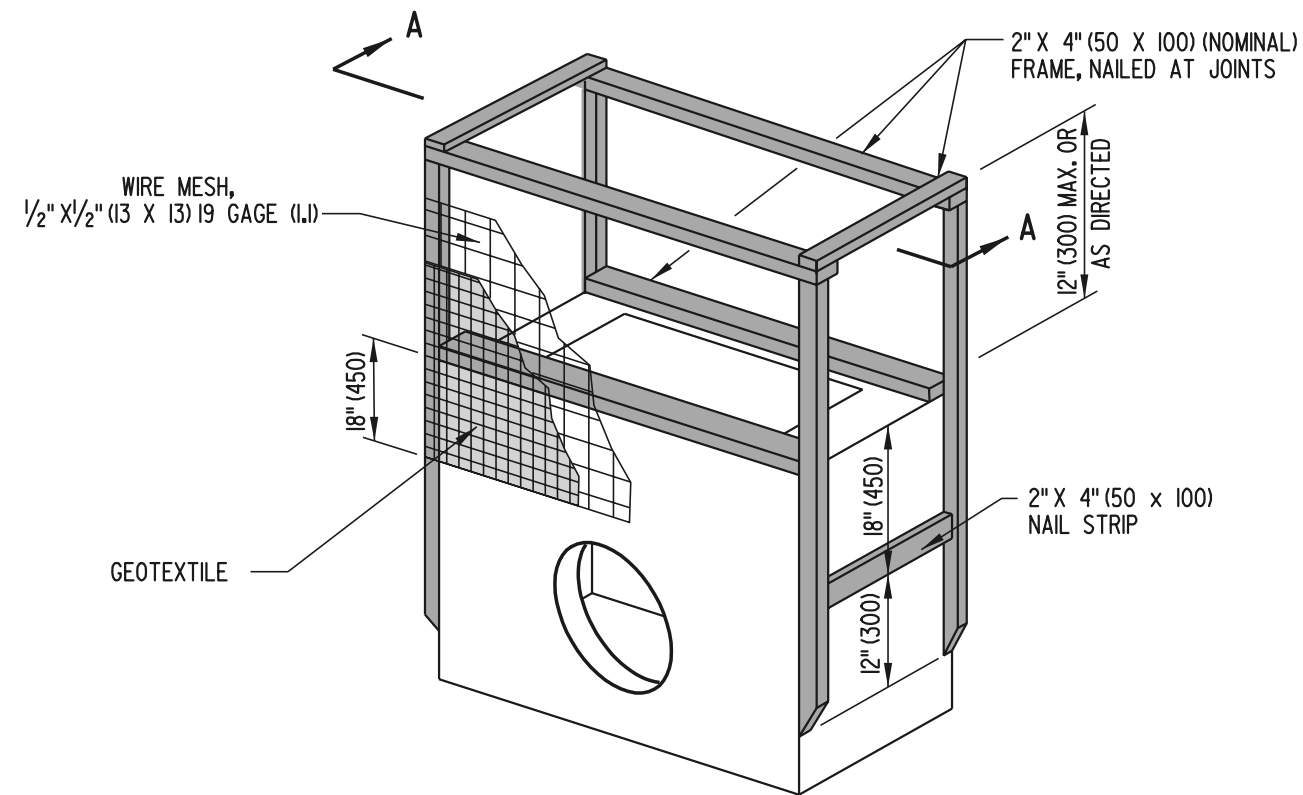
PLAN SYMBOL

____ S.F. ____ S.F. ____
(REINFORCED) ____ R.S.F. ____ R.S.F. ____

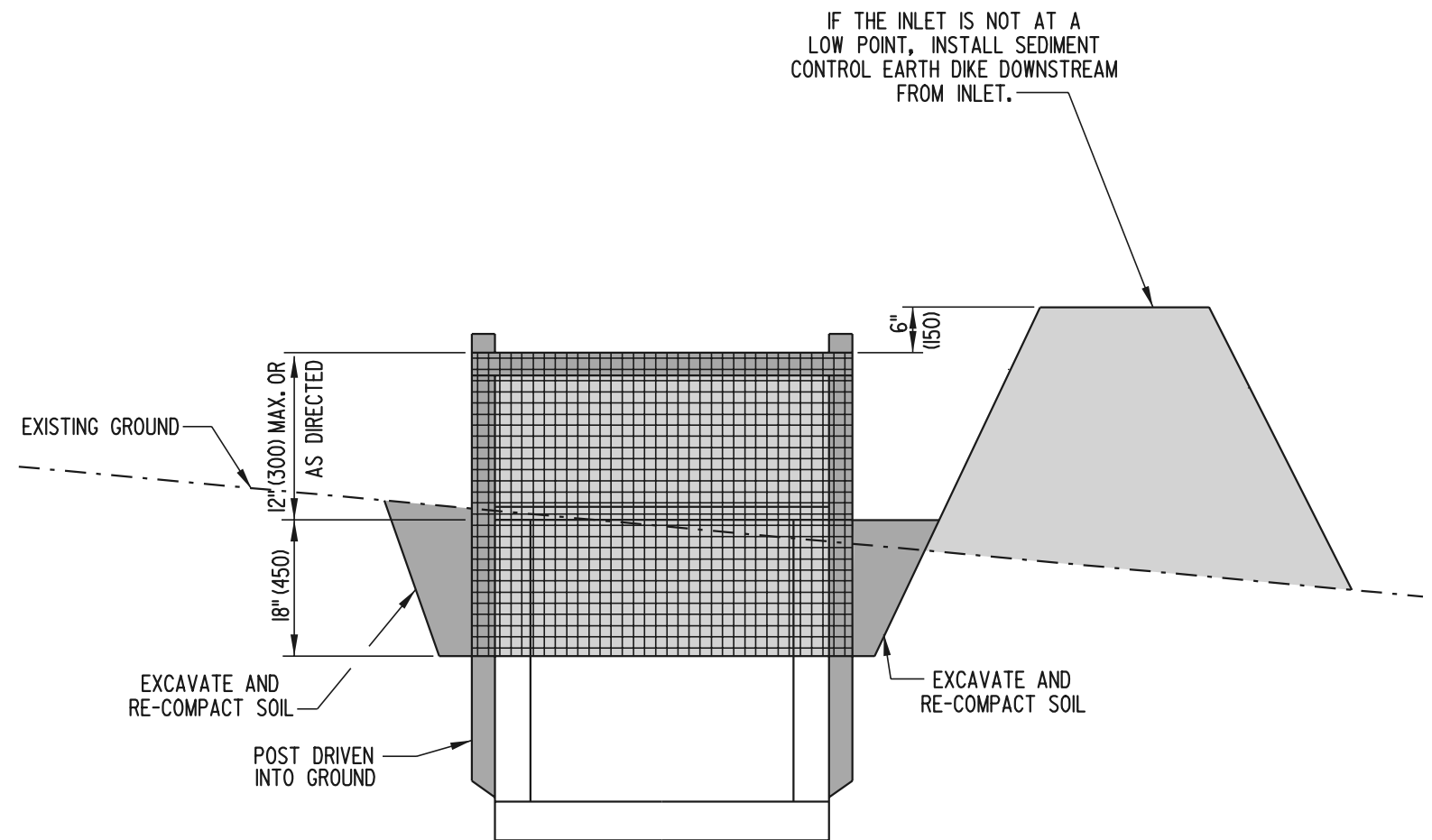


**DELAWARE
DEPARTMENT OF TRANSPORTATION**

| | | | | |
|---------------------|-------------------|-------------|---------------|--|
| SILT FENCE | | | | APPROVED <i>Ryan M. Hershman</i> 6/18/01 CHIEF ENGINEER DATE |
| STANDARD NO. | E-2 (2001) | SHT. | 1 OF 1 | |
| | | | | RECOMMENDED <i>Michael P. Gotsch</i> 6/18/01 DESIGN ENGINEER DATE |



ISOMETRIC VIEW



SECTION A-A

NOTE: IF THE INLET IS NOT IN A LOW POINT, CONSTRUCT A SEDIMENT CONTROL EARTH DIKE IN THE DITCHLINE DOWNSTREAM FROM IT. SEE STANDARD SHEET FOR ADDITIONAL INFORMATION.

PLAN SYMBOL



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

DRAINAGE INLET SEDIMENT CONTROL

STANDARD NO.

E-3 (2001)

SHT.

1

OF

1

APPROVED

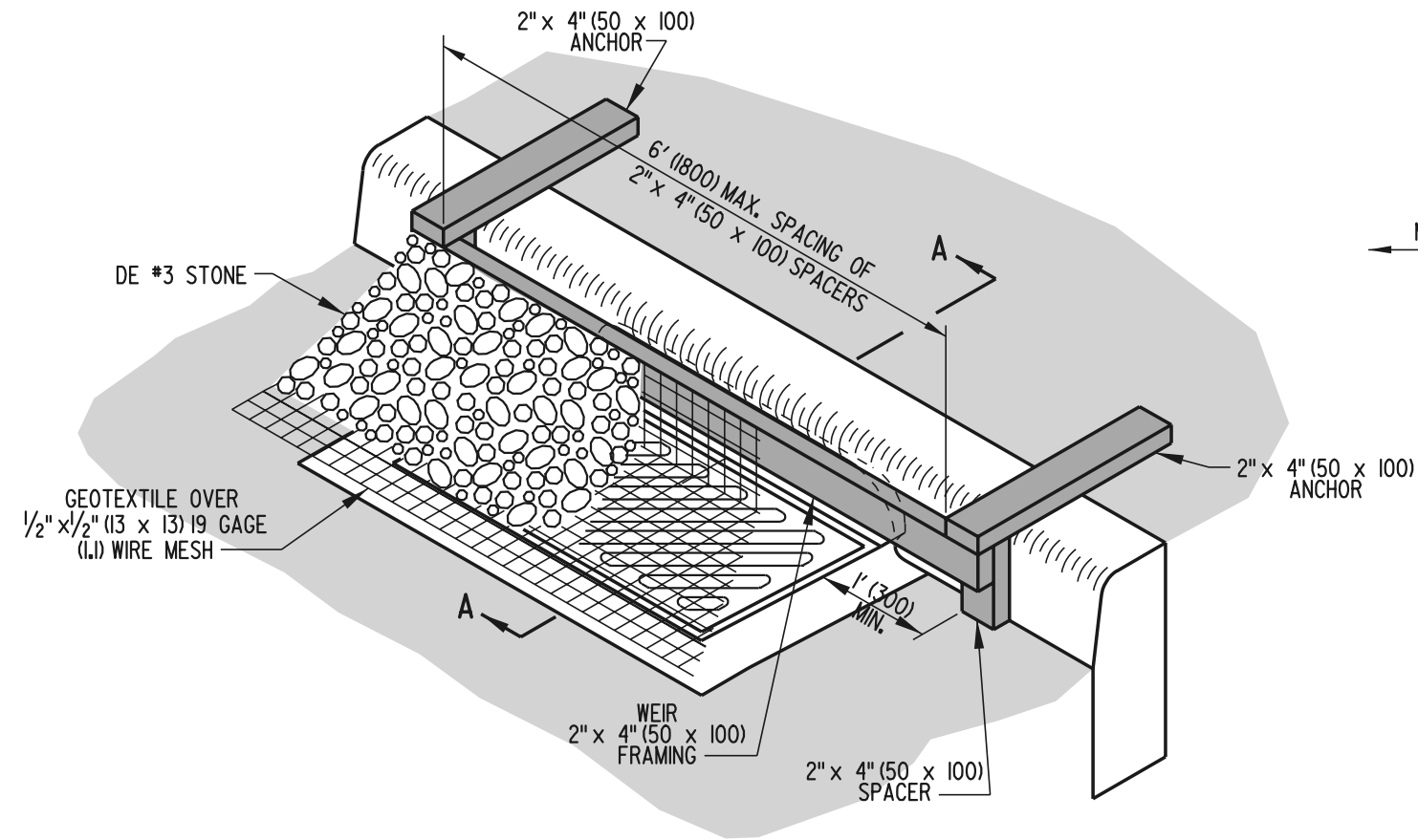
Ryan M. Hershman
CHIEF ENGINEER

6/18/01
DATE

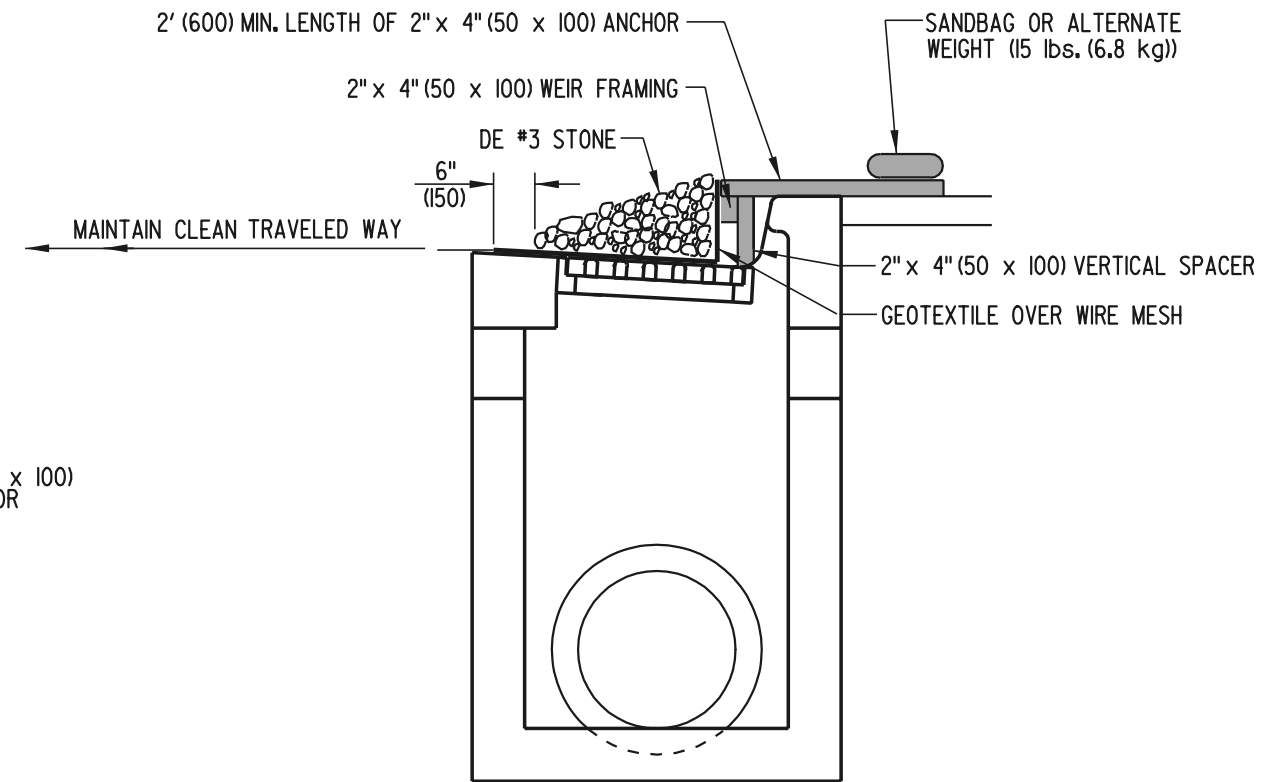
RECOMMENDED

Michael P. Gotsch
DESIGN ENGINEER

6/18/01
DATE



ISOMETRIC VIEW



SECTION A-A

PLAN SYMBOL



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

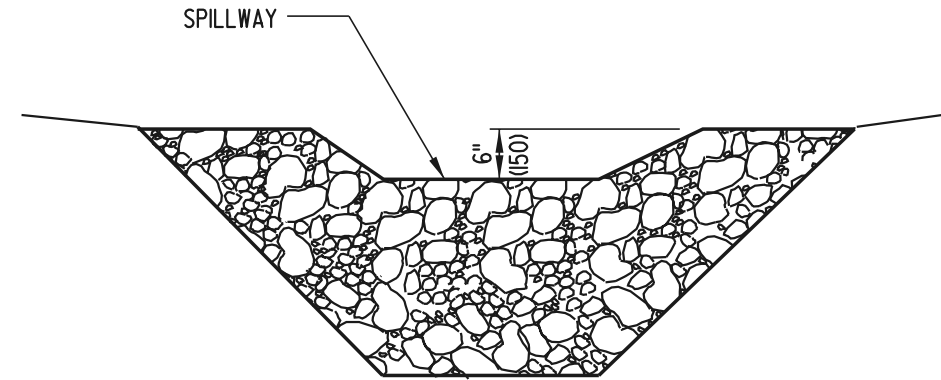
CURB INLET SEDIMENT CONTROL

STANDARD NO. E-4 (2001)

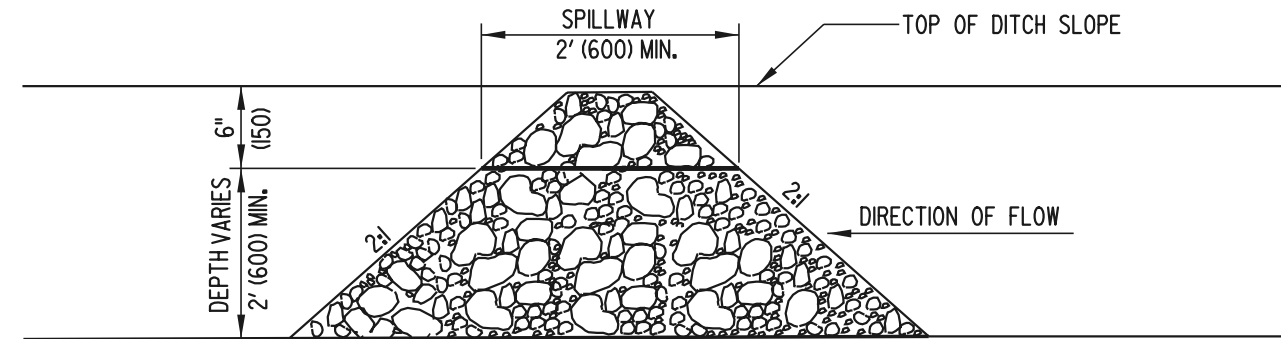
SHT. 1 OF 1

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

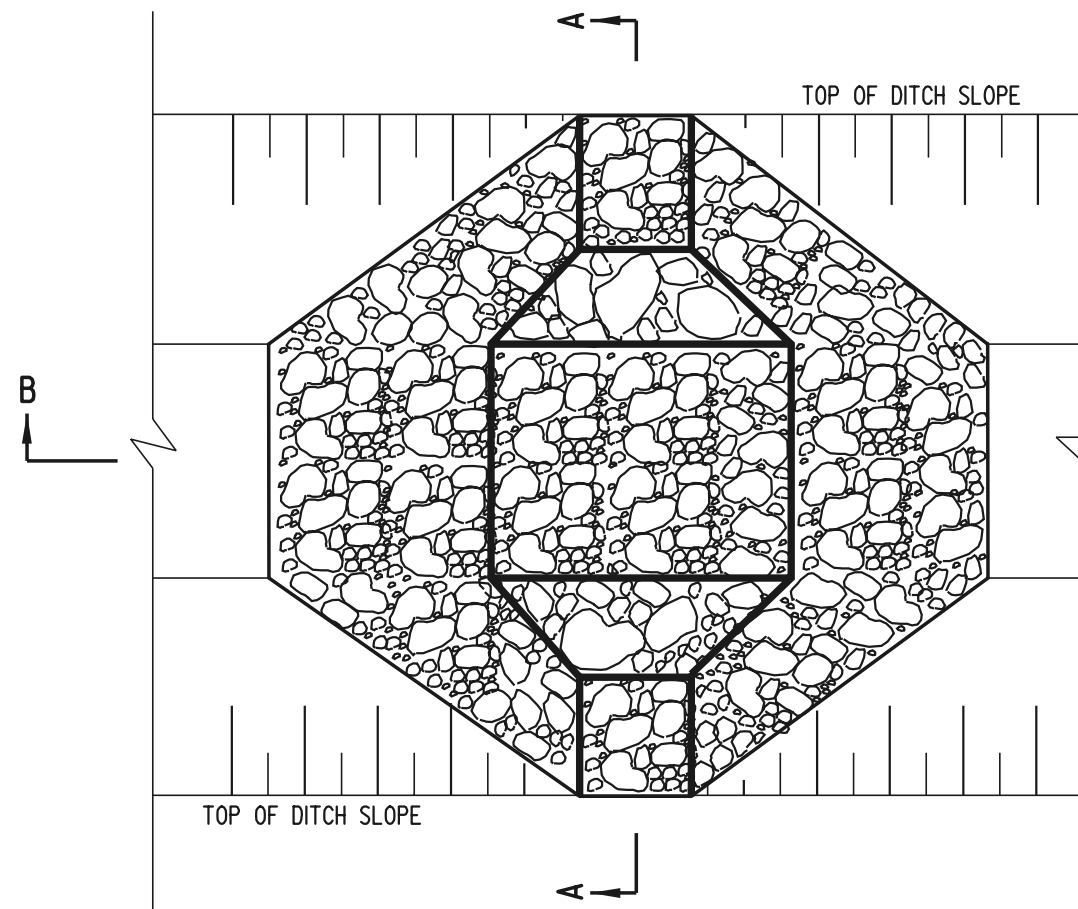
RECOMMENDED *Michael P. Gotsch* **6/18/01**
DESIGN ENGINEER DATE



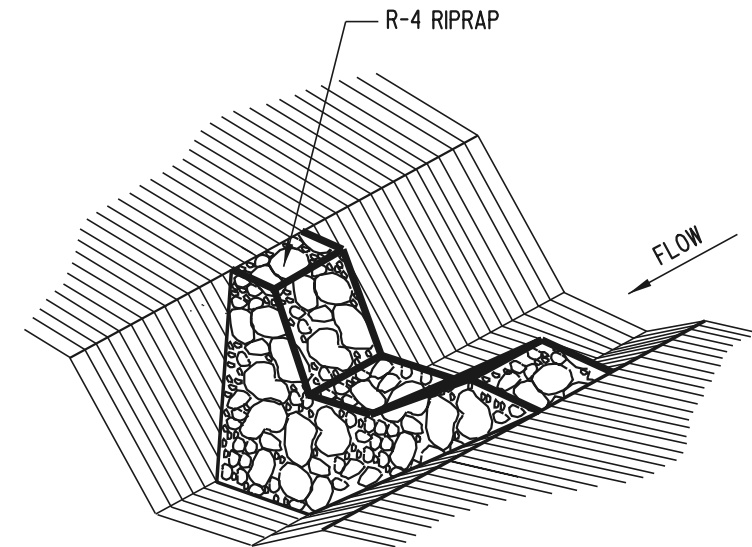
SECTION A-A



SECTION B-B



PLAN



ISOMETRIC VIEW

- NOTES:** 1). STONE CHECK DAMS ARE INTENDED FOR USE IN EXISTING, PROPOSED, AND TEMPORARY DITCHES OF ALL TYPES AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.
2). FOR DITCHES LESS THAN 30" (750) IN DEPTH, PLACE DAM AS DIRECTED.

PLAN SYMBOL



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

STONE CHECK DAM

STANDARD NO.

E-5 (2001)

SHT.

1

OF

1

APPROVED

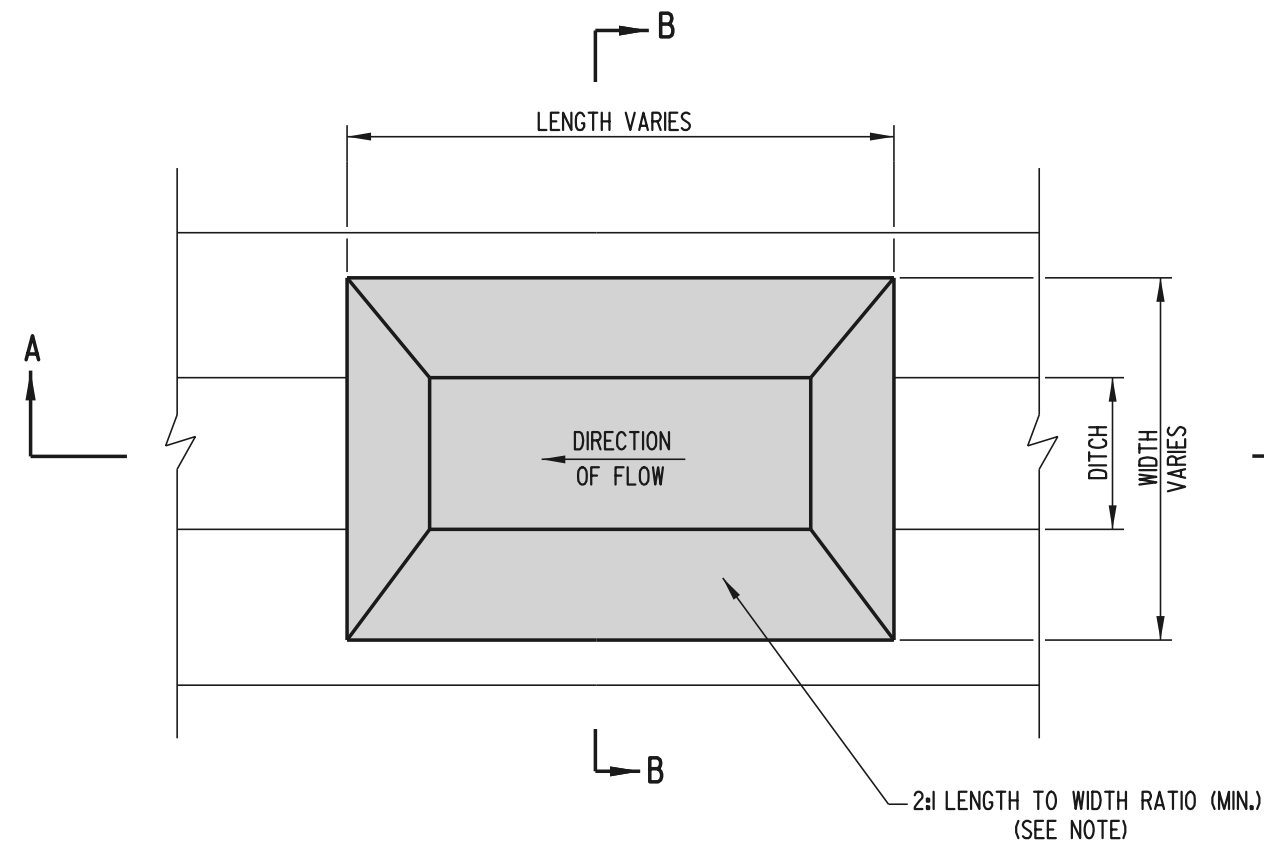
Ryan M. Hershman
CHIEF ENGINEER

6/18/01
DATE

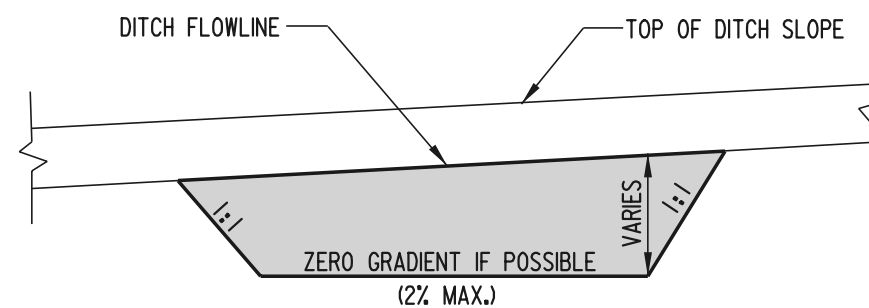
RECOMMENDED

Michael P. Gotsch
DESIGN ENGINEER

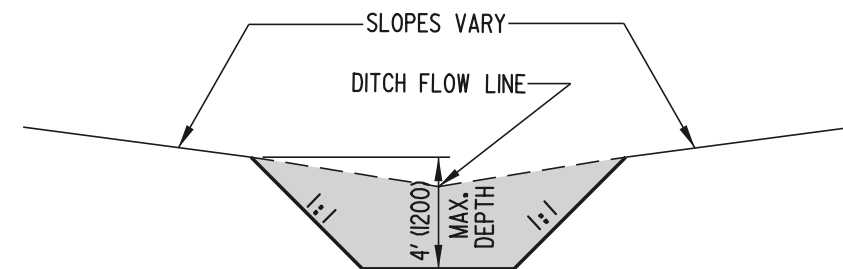
6/18/01
DATE



PLAN



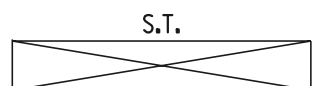
SECTION A-A



SECTION B-B

- NOTES:**
- 1). SEDIMENT TRAPS ARE INTENDED FOR USE IN EXISTING, PROPOSED, AND TEMPORARY DITCHES OF ALL TYPES WITH A MAXIMUM DRAINAGE AREA OF 15 ACRES (6 HECTARES), AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.
 - 2). SIDE SLOPES SHALL BE STABILIZED WITH "TEMPORARY GRASS SEEDING, DRY GROUND" AND STRAW MULCH.
 - 3). AN OUTLET STRUCTURE IS REQUIRED. STONE CHECK DAMS, PERFORATED RISER PIPES, SKIMMER DEWATERING DEVICES, OR DRAINAGE INLETS MAY BE USED. SEE APPROPRIATE STANDARD SHEET FOR ADDITIONAL INFORMATION.
 - 4). FOR SIZE, LOCATION, ETC. OF SEDIMENT TRAP, SEE CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLANS.
 - 5). ALL FILL SLOPES SHALL BE 2:1.
 - 6). A 2:1 LENGTH TO WIDTH RATIO SHOULD BE ACHIEVED WHERE POSSIBLE. IF THIS IS NOT POSSIBLE, THE USE OF BAFFLES OR OTHER SPECIAL DESIGNS SHOULD BE INCORPORATED TO INCREASE FLOW TIME.

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

SEDIMENT TRAP

STANDARD NO.

E-6 (2001)

SHT.

1

OF

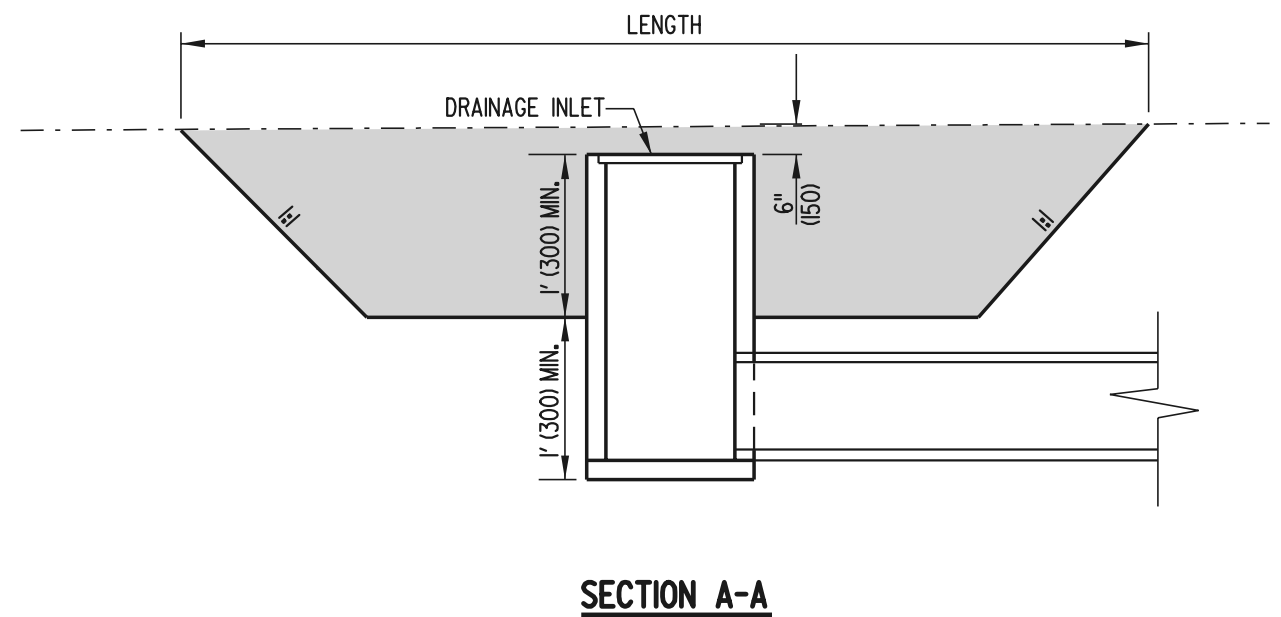
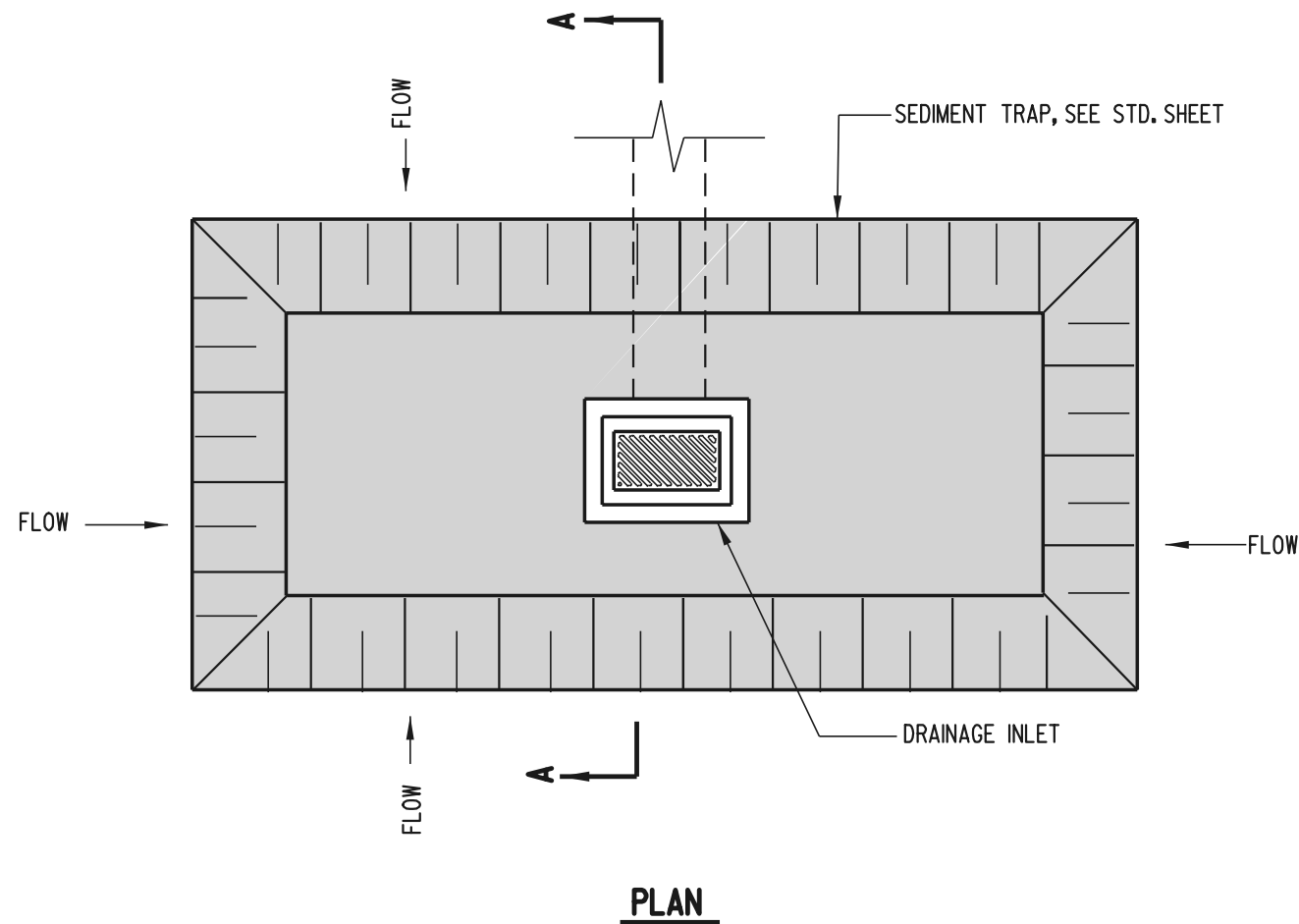
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APPROVED

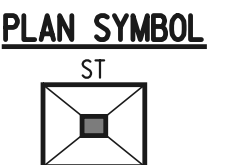
Ryan M. Hershman 6/18/01
CHIEF ENGINEER DATE

RECOMMENDED

Mehul Patel 6/18/01
DESIGN ENGINEER DATE



- NOTES:**
- 1). THE WORK SHALL CONSIST OF THE CONSTRUCTION OF A SEDIMENT TRAP AROUND A DRAINAGE INLET TO ALLOW SEDIMENTATION TO OCCUR BEFORE RUNOFF ENTERS THE DRAINAGE INLET.
 - 2). DRAINAGE INLET SEDIMENT TRAPS SHALL BE LIMITED TO A THREE (3) ACRE (1.2 HECTARE) MAXIMUM DRAINAGE AREA.
 - 3). THE DIMENSIONS OF THE DRAINAGE INLET SEDIMENT TRAP ARE TO BE AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



DELAWARE
DEPARTMENT OF TRANSPORTATION

SEDIMENT TRAP, USING DRAINAGE INLET AS OUTLET

STANDARD NO. E-7 (2001)

SHT. 1 OF 1

APPROVED

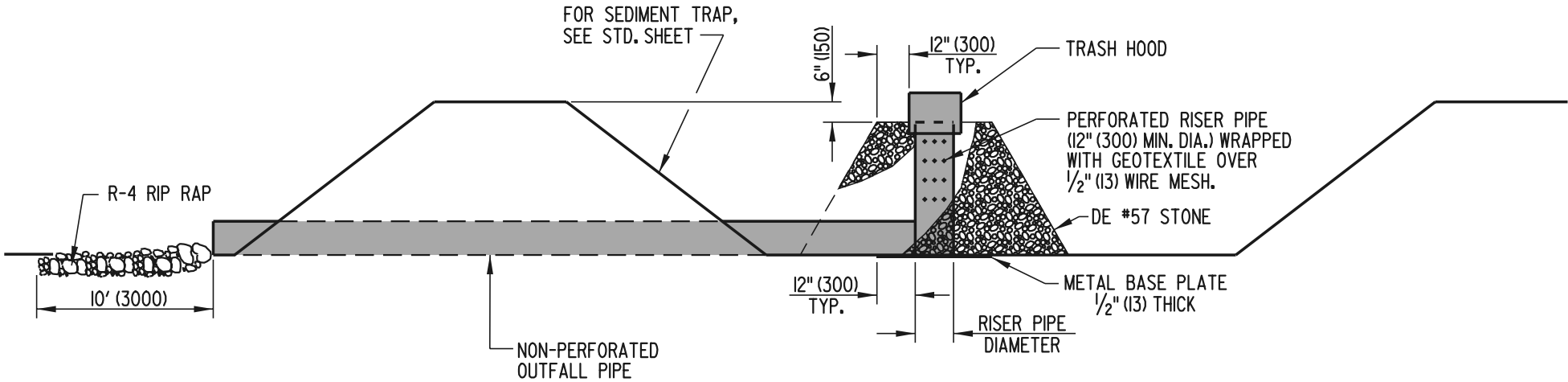
Ryan M. Harkins
CHIEF ENGINEER
DATE 6/18/01

RECOMMENDED

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

| MIN. * OUTFALL PIPE DIA. | MIN. RISER DIA. | MAX. DRAINAGE AREA ACRES (ha) |
|--------------------------------|--------------------|-------------------------------------|
| 12" (300) | 15" (375) | 1 (0.4) |
| 15" (375) | 18" (450) | 2 (0.8) |
| 18" (450) | 21" (525) | 3 (1.2) |
| 21" (525) | 24" (600) | 4 (1.6) |
| 24" (600) | 27" (675) | 5 (2.0) |

* OUTFALL PIPE DIAMETER MAY BE SAME SIZE AS RISER DIAMETER.



ELEVATION

- NOTES:**
- 1). THIS DEVICE IS INTENDED TO BE USED AS AN OUTLET FOR SEDIMENT TRAPS.
 - 2). PERFORATIONS SHALL BE 1" (25) IN DIAMETER, LOCATED IN CONCAVE PORTIONS OF PIPE, SPACED 6" (150) HORIZONTALLY AND VERTICALLY, AND SHALL NOT BE MADE ANY LOWER THAN 6" (150) ABOVE THE TOP OF THE OUTFALL PIPE.
 - 3). THE PIPE OUTLET SHOWN SHALL ONLY BE USED WITH SEDIMENT TRAPS WITH DRAINAGE AREAS OF 5 ACRES (2.0 HECTARES) OR LESS. LARGER DRAINAGE AREAS WILL REQUIRE AN ENGINEERED DESIGN.

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

RISER PIPE ASSEMBLY FOR SEDIMENT TRAP

STANDARD NO. E-8 (2001)

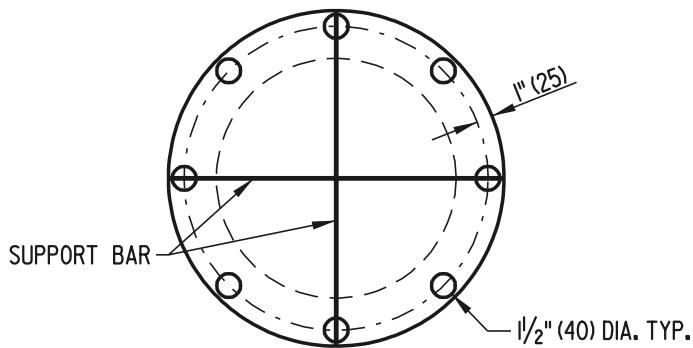
SHT. 1 OF 2

APPROVED

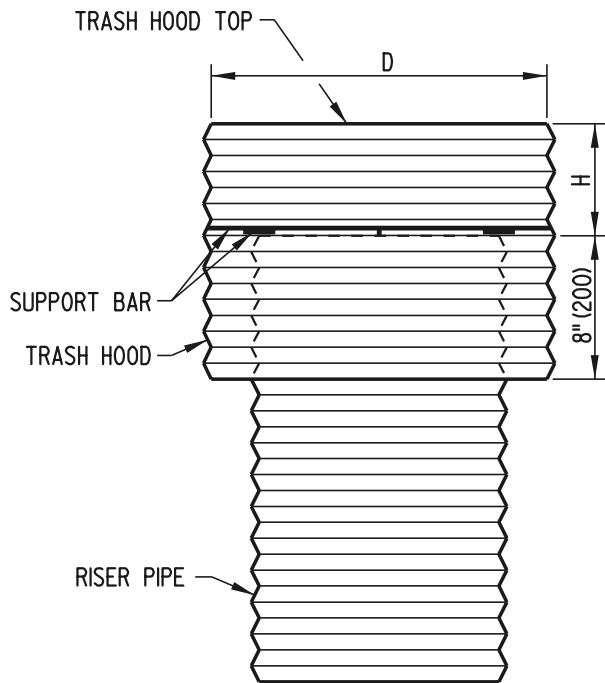
Ryan M. Harkins
CHIEF ENGINEER
DATE 6/18/01

RECOMMENDED

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

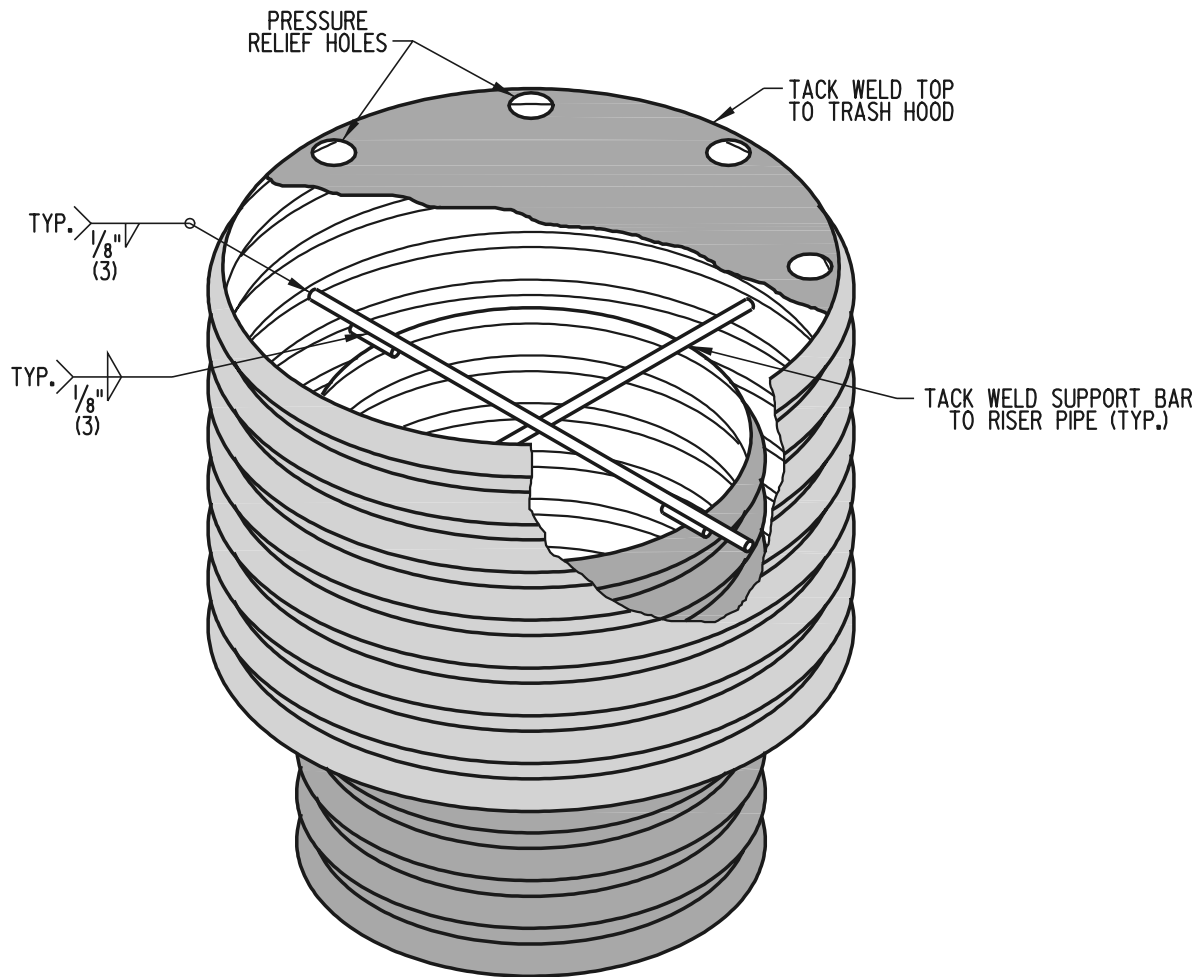


PLAN



FRONT

| TRASH HOOD CHART | | | | | |
|---------------------|------------|-----------|--------------------------|--------------------------|---------------------------|
| RISER PIPE DIAMETER | D | H | TRASH HOOD THICK. (GAGE) | MINIMUM SIZE SUPPORT BAR | MINIMUM TOP THICK. (GAGE) |
| 15" (375) | 21" (525) | 7" (175) | 16 (1.6) | #6 (#19) REBAR | 16 (1.6) |
| 18" (450) | 27" (675) | 8" (200) | 16 (1.6) | #6 (#19) REBAR | 16 (1.6) |
| 21" (525) | 30" (750) | 11" (275) | 16 (1.6) | #6 (#19) REBAR | 16 (1.6) |
| 24" (600) | 36" (900) | 13" (330) | 16 (1.6) | #6 (#19) REBAR | 14 (2.0) |
| 27" (675) | 42" (1050) | 15" (380) | 16 (1.6) | #6 (#19) REBAR | 14 (2.0) |
| 36" (900) | 54" (1350) | 17" (430) | 14 (2.0) | #8 (#25) REBAR | 12 (2.7) |



ISOMETRIC VIEW

TRASH HOOD DETAILS

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

RISER PIPE ASSEMBLY FOR SEDIMENT TRAP

STANDARD NO. E-8 (2001)

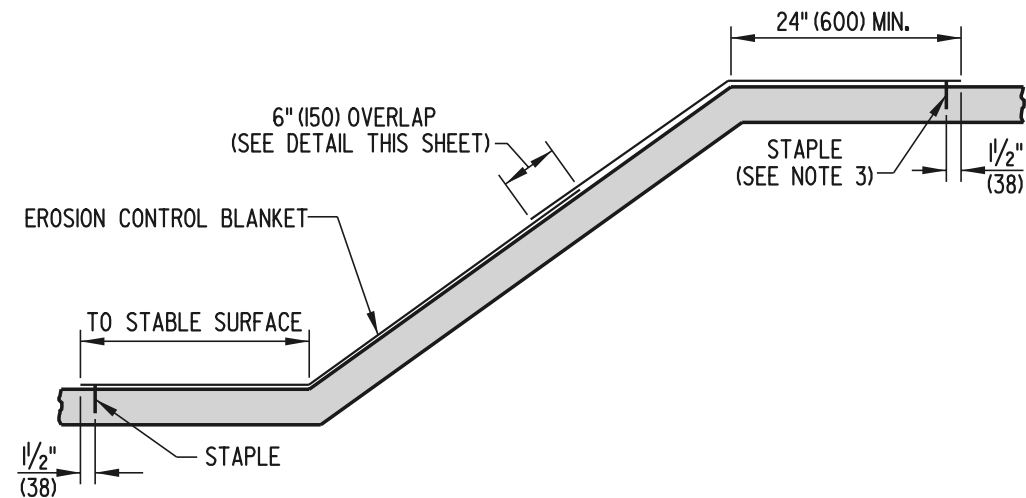
SHT. 2 OF 2

APPROVED

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

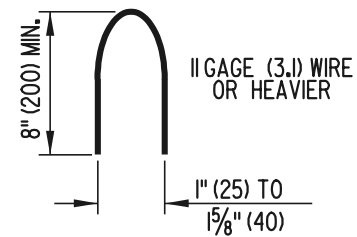
RECOMMENDED

Mehmet Akpinar
DESIGN ENGINEER
DATE 6/18/01

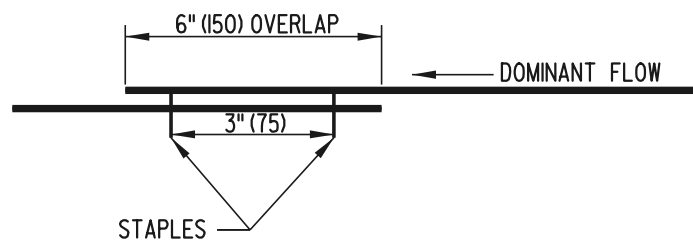


STABILIZATION OF EMBANKMENTS

- NOTES:**
1. STAPLES TO BE STAGGERED AT 18" (450) SPACING.
 2. TOPSOIL UNDER EROSION CONTROL BLANKET IS TO BE TRACKED AND SEEDED.
 3. WHEN OFFSITE RUNOFF OCCURS, ADDITIONAL MEASURES AS DIRECTED BY THE ENGINEER SHALL BE USED TO ENSURE STABILITY OF EMBANKMENT.

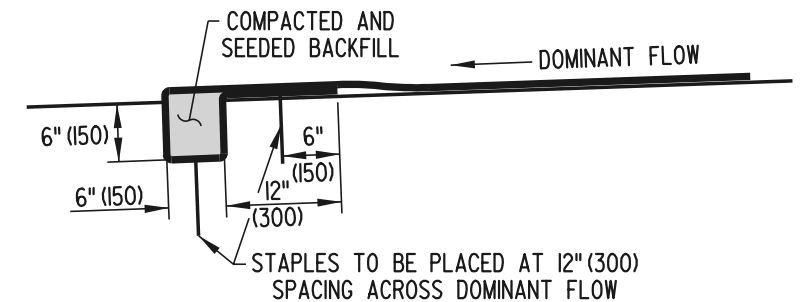


STAPLE DETAIL



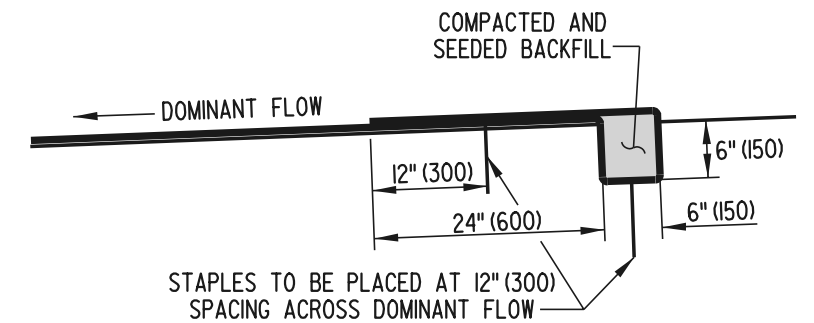
OVERLAP DETAIL

STAPLES TO BE STAGGERED AT 6" (150) SPACING.



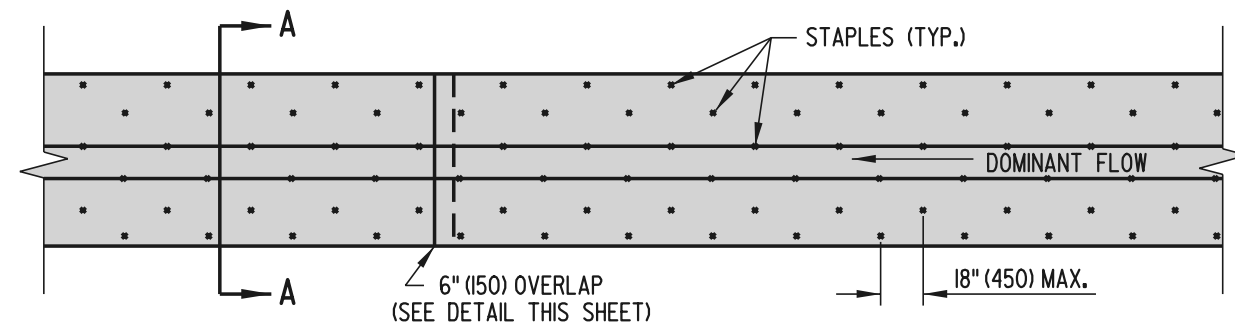
INITIAL TRENCH ANCHOR DETAIL

APPLIED AT THE DOWNSTREAM END OF DITCH



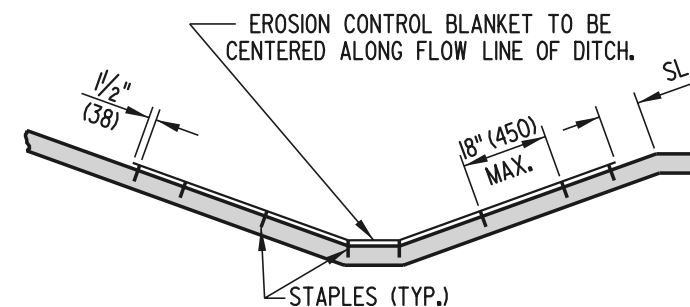
TERMINAL TRENCH ANCHOR DETAIL

APPLIED AT THE UPSTREAM END OF DITCH



STABILIZATION OF DITCHES PLAN

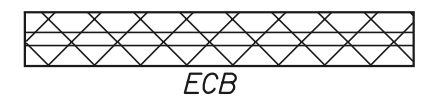
- NOTES:**
1. ADDITIONAL STAPLES NOT SHOWN ARE REQUIRED AT OVERLAPS. SEE OVERLAP DETAIL FOR STAPLE PLACEMENT.
 2. STAPLES ARE TO BE STAGGERED.
 3. TOPSOIL UNDER EROSION CONTROL BLANKET IS TO BE TRACKED AND SEEDED.



STABILIZATION OF DITCHES SECTION A-A

STAPLES ALONG LONGITUDINAL EDGES SHALL BE SPACED AS FOLLOWS:
18" (450) WHEN SL ≤ 20' (6000)
9" (225) WHEN SL > 20' (6000)

PLAN SYMBOL

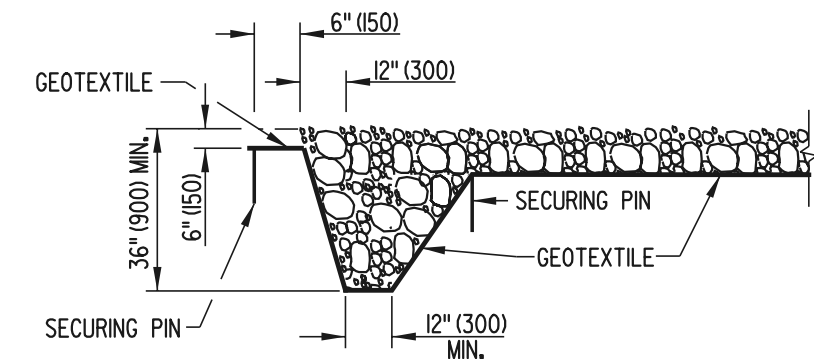
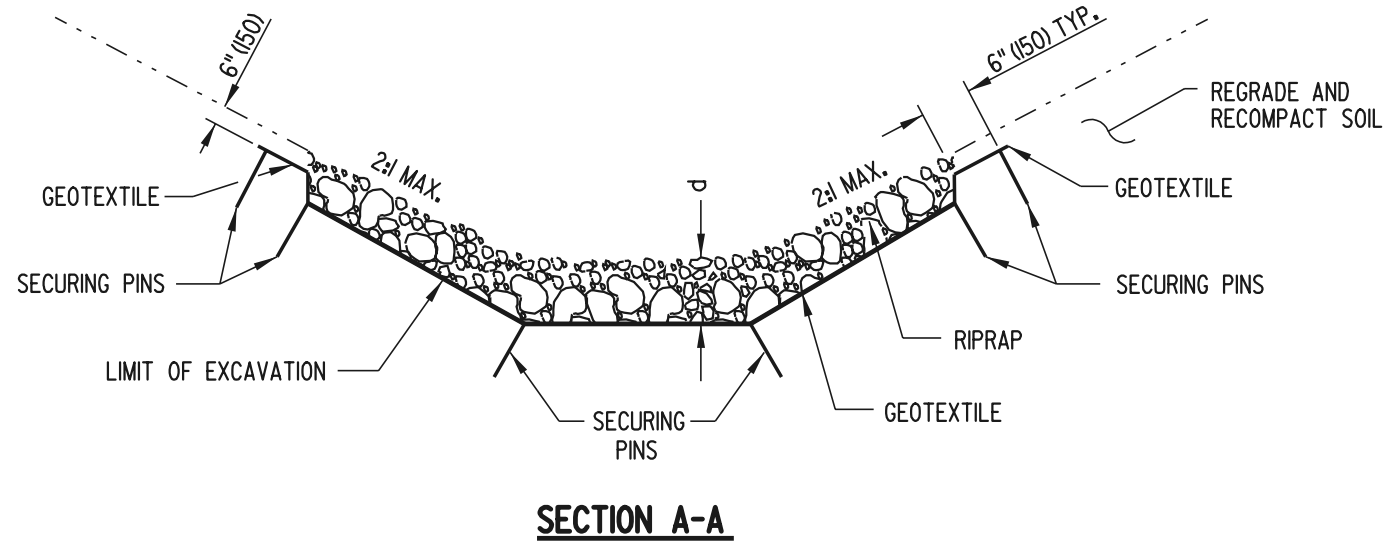


DELAWARE
DEPARTMENT OF TRANSPORTATION

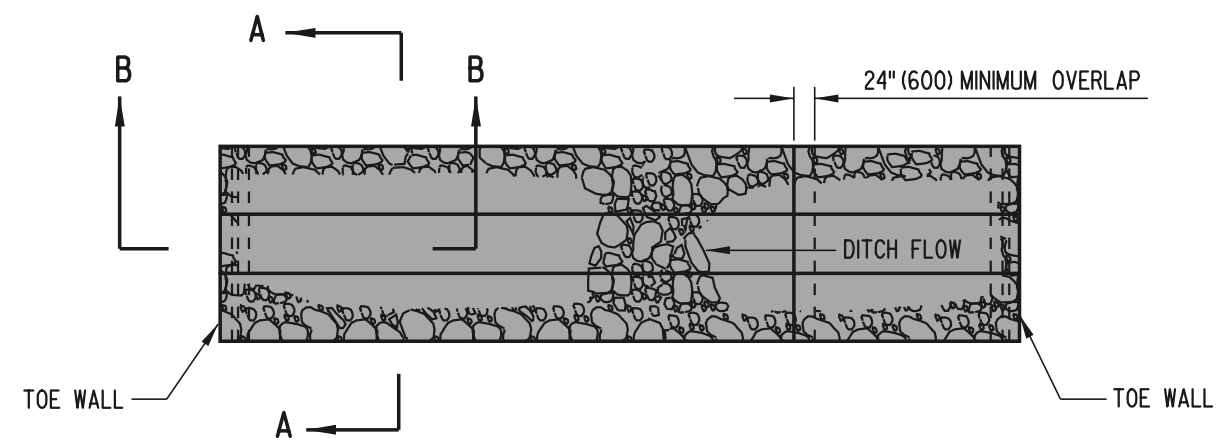
EROSION CONTROL BLANKET APPLICATIONS

STANDARD NO. E-9 (2001) SHT. 1 OF 1

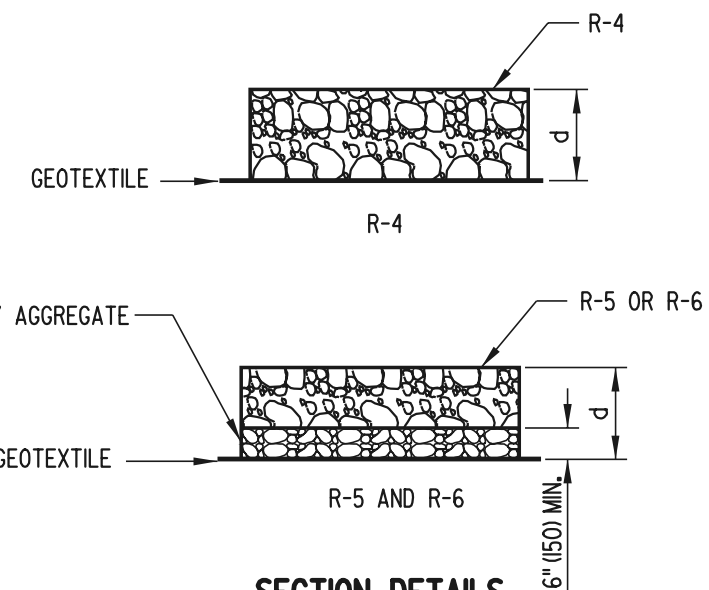
APPROVED *Ryan M. Hershman* 6/18/01
CHIEF ENGINEER DATE
RECOMMENDED *Michael P. Gotsch* 6/18/01
DESIGN ENGINEER DATE



SECTION B-B



PLAN



SECTION DETAILS

CLASS RIPRAP

R-4 d = 14" (350) MIN.
R-5 d = 26" (650) MIN.
R-6 d = 34" (850) MIN.

NOTES:

- 1). SECURING PINS ARE TO BE PLACED AT LOCATIONS SHOWN AND AT 24" (600) LONGITUDINAL AND LATERAL SPACING.
- 2). SEE PLANS FOR LOCATION, DIMENSIONS, GRADES, ETC.
- 3). USE OF R-7 RIPRAP WILL REQUIRE A SEPARATE PROFESSIONAL ENGINEERING DESIGN FOR SIGHT SPECIFIC CONDITIONS.

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

RIPRAP DITCH

STANDARD NO.

E-10 (2001)

SHT.

1

OF

OF 1

APPROVED

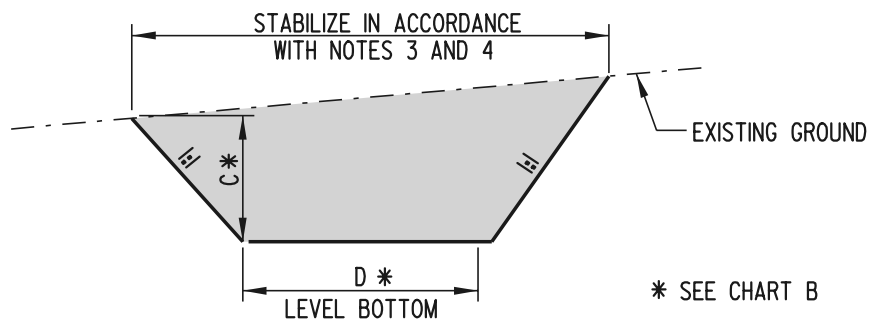
Ronald M. Hershman
CHIEF ENGINEER

DATE 6/18/01

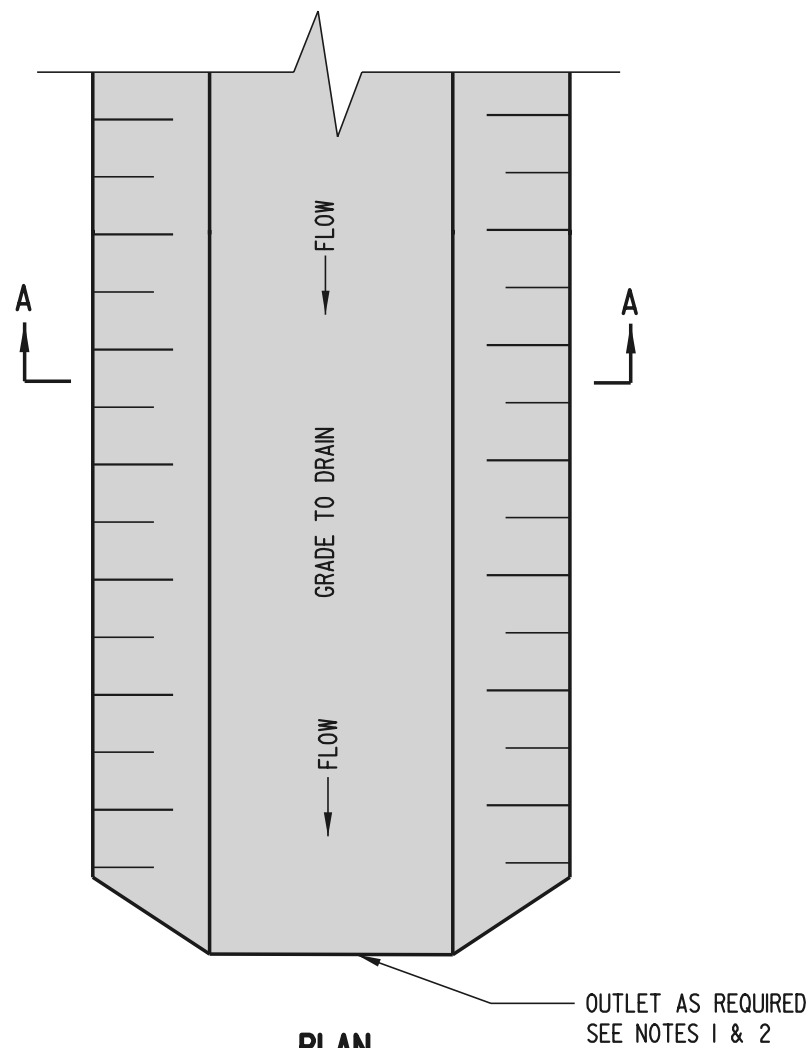
RECOMMENDED

D *Mark A. Gots*
DESIGN ENGINEER

DATE 6/15/01



SECTION A-A



PLAN

CHART A - STABILIZATION

| SYMBOL | SWALE GRADE | TYPE OF TREATMENT | |
|--------|-------------|---|--|
| | | DRAINAGE AREA A (5 AC (2 ha) OR LESS) | DRAINAGE AREA B (5 AC - 10 AC (2 ha - 4 ha)) |
| 1 | 0.5-2.0% | SEED USED WITH EROSION CONTROL BLANKET | SEED USED WITH EROSION CONTROL BL. |
| 2 | 2.1-8.0% | R-4 RIRRAP | R-4 RIRRAP |
| 3 | 8.1-20% | ENGINEERED DESIGN | ENGINEERED DESIGN |

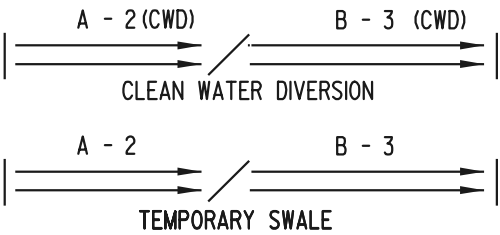
CHART B - SWALE DIMENSIONS

| SYMBOL | SWALE A | SWALE B |
|--------|----------------|----------------|
| C | 1' (300) MIN. | 1' (300) MIN. |
| D | 4' (1200) MIN. | 6' (1800) MIN. |

SEE SECTION A - A

- NOTES:**
- DIVERTED RUNOFF FROM A DISTURBED AREA SHALL BE CONVEYED TO A SEDIMENT TRAPPING DEVICE.
 - DIVERTED RUNOFF FROM AN UNDISTURBED AREA SHALL OUTLET DIRECTLY INTO AN UNDISTURBED STABILIZED AREA AT NON-EROSIVE VELOCITY.
 - IF TEMPORARY SWALES OR CLEAN WATER DIVERSIONS ARE TO BE OPERATIONAL FOR MORE THAN 14 DAYS, THEY SHALL BE STABILIZED IN ACCORDANCE WITH CHART A PRIOR TO BECOMING OPERATIONAL.
 - IF TEMPORARY SWALES OR CLEAN WATER DIVERSIONS ARE TO BE OPERATIONAL FOR LESS THAN 14 DAYS, THEY SHALL BE STABILIZED WITH GEOTEXTILE IN ACCORDANCE WITH THE STANDARD DETAIL, "GEOTEXTILE-LINED CHANNEL DIVERSION".

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

TEMPORARY SWALE

STANDARD NO.

E-11 (2001)

SHT.

1

OF

1

APPROVED

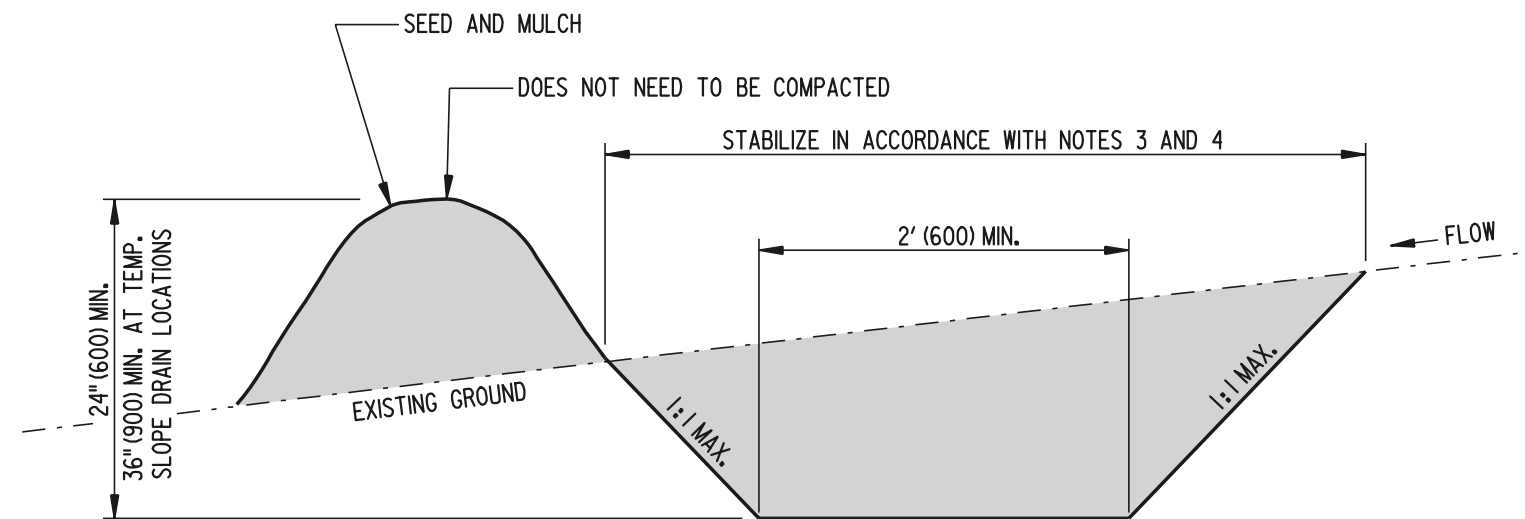
Ryan M. Harkness
CHIEF ENGINEER

6/18/01
DATE

RECOMMENDED

Michael J. Glick
DESIGN ENGINEER

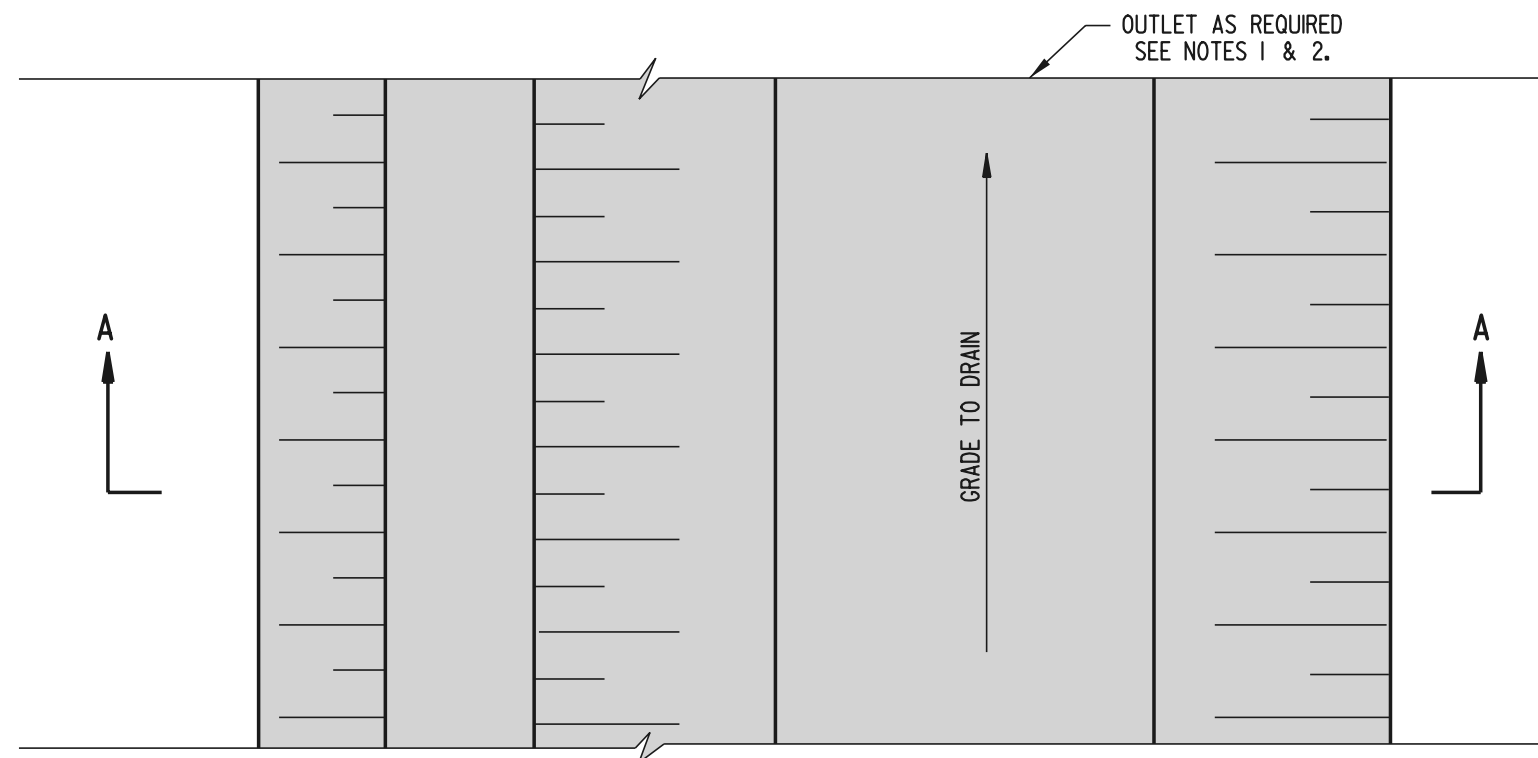
6/18/01
DATE



SECTION A-A

| CHART A - SWALE STABILIZATION | | |
|-------------------------------|-------------|----------------------------------|
| SYMBOL | SWALE GRADE | TYPE OF TREATMENT |
| A-1 | 0.5-2.0% | SEED AND EROSION CONTROL BLANKET |
| A-2 | 2.1-8.0% | LINED R-4 RIPRAP |
| A-3 | 8.1-20% | ENGINEERED DESIGN |

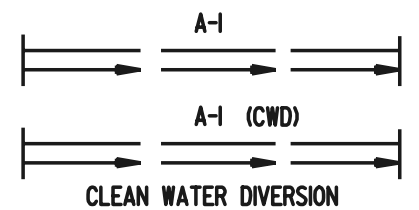
MAXIMUM DRAINAGE AREA: 2 ACRES (0.8 ha)



PLAN

- NOTES:**
- 1). DIVERTED RUNOFF FROM A DISTURBED AREA SHALL BE CONVEYED TO A SEDIMENT TRAPPING DEVICE.
 - 2). DIVERTED RUNOFF FROM AN UNDISTURBED AREA SHALL OUTLET INTO AN UNDISTURBED STABILIZED AREA AT NON-EROSIVE VELOCITY.
 - 3). IF PERIMETER DIKE SWALES ARE TO BE OPERATIONAL FOR MORE THAN 14 DAYS, THEY SHALL BE STABILIZED IN ACCORDANCE WITH CHART A PRIOR TO BECOMING OPERATIONAL.
 - 4). IF TEMPORARY SWALES OR CLEAN WATER DIVERSIONS ARE TO BE OPERATIONAL FOR LESS THAN 14 DAYS, THEY SHALL BE STABILIZED WITH GEOTEXTILE IN ACCORDANCE WITH THE STANDARD DETAIL, "GEOTEXTILE-LINED CHANNEL DIVERSION".

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

PERIMETER DIKE / SWALE

STANDARD NO. E-12 (2001) SHT. 1 OF 1

APPROVED *Ryan M. Hershman* 6/18/01
CHIEF ENGINEER DATE
RECOMMENDED *Mehmet Akpinar* 6/18/01
DESIGN ENGINEER DATE

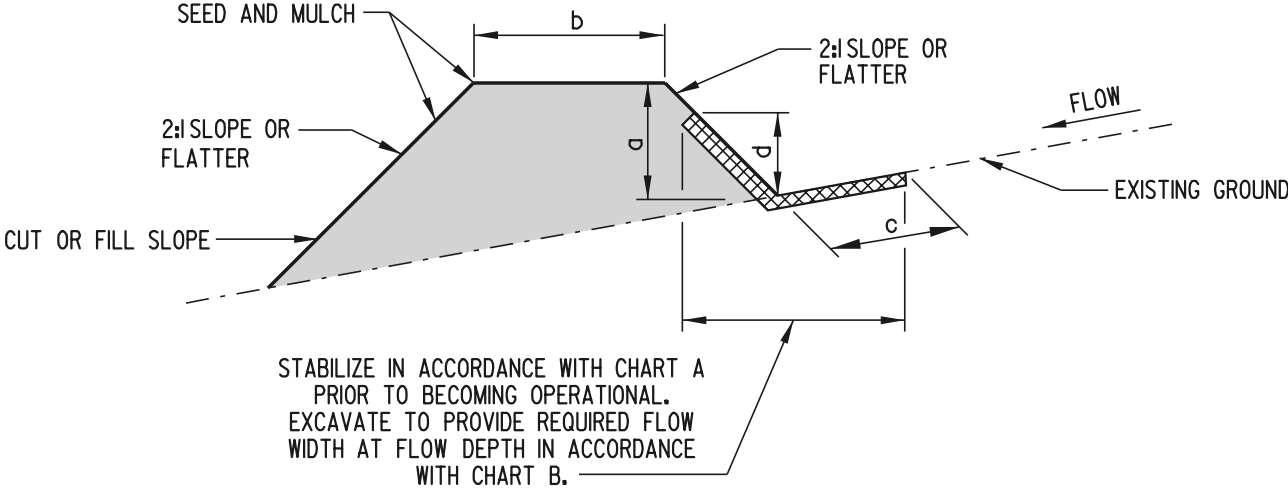


CHART A - FLOW CHANNEL STABILIZATION

| TYPE | CHANNEL GRADE | TYPE OF TREATMENT |
|------|---------------|----------------------------------|
| 1 | 0.5-2.0% | SEED AND EROSION CONTROL BLANKET |
| 2 | 2.1-8.0% | R-4 RIPRAP |
| 3 | 8.1-20% | ENGINEERED DESIGN |

SECTION A-A

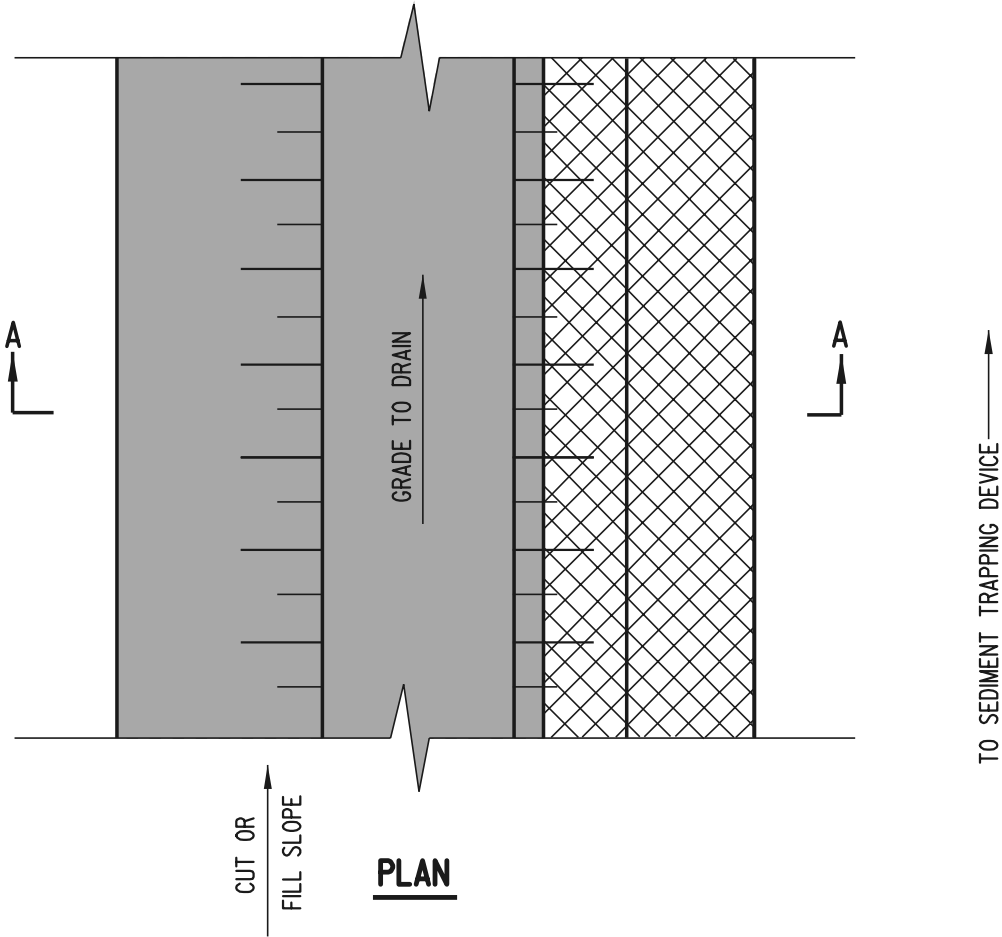
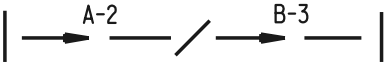


CHART B - EARTH DIKE DIMENSIONS

| SYMBOL | DIKE A (5 ac (2 ha) or less) | DIKE B (5-10ac(2-4 ha)) |
|---------------|---------------------------------|----------------------------|
| a-DIKE HEIGHT | 12" (300) | 18" (450) |
| b-DIKE WIDTH | 12" (300) | 24" (600) |
| c-FLOW WIDTH | 48" (1200) | 72" (1800) |
| d-FLOW DEPTH | 14" (350) | 27" (680) |

- NOTES:
- 1). IF DESIRED, TOP WIDTH MAY BE WIDER AND SIDE SLOPES MAY BE FLATTER TO FACILITATE CROSSING BY CONSTRUCTION TRAFFIC.
 - 2). FIELD LOCATION SHOULD BE ADJUSTED AS NEEDED TO INSURE A STABILIZED OUTFALL.

PLAN SYMBOL



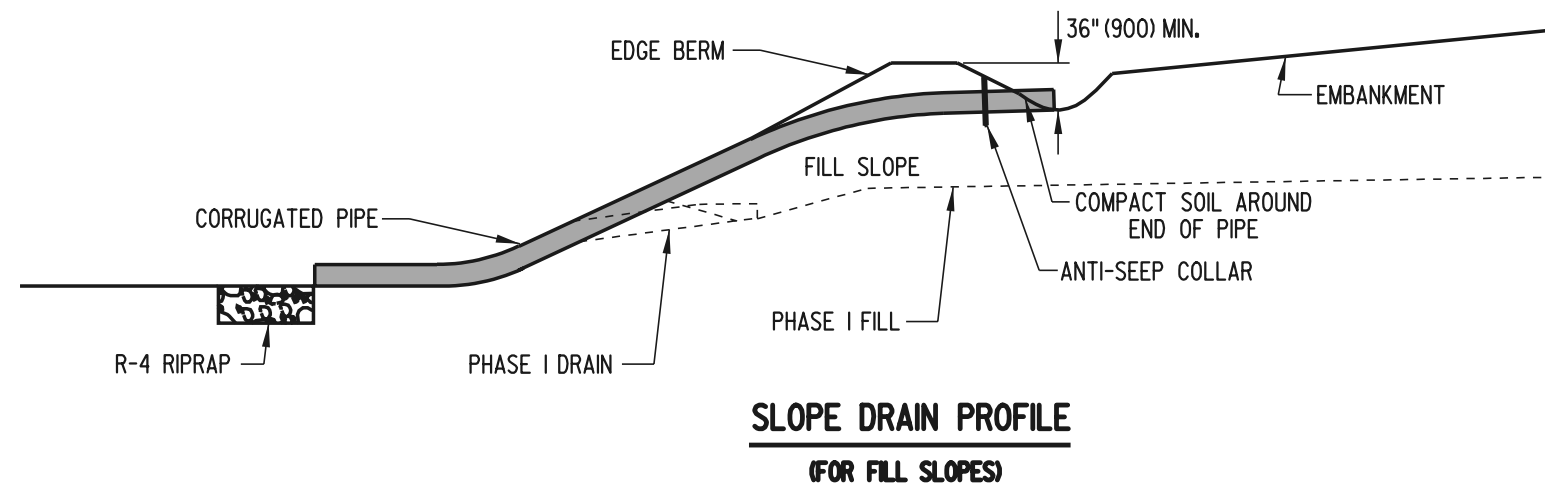
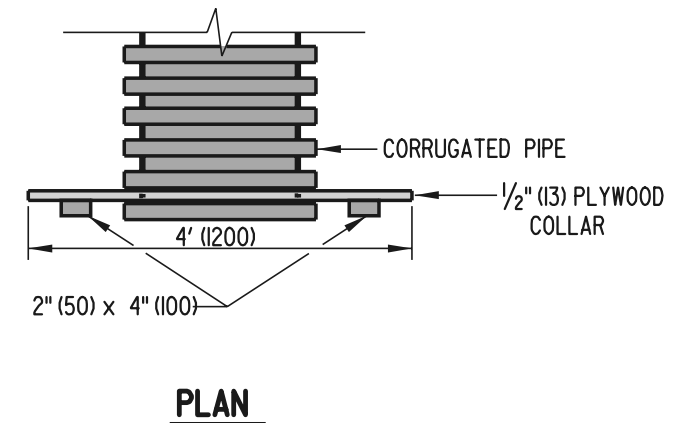
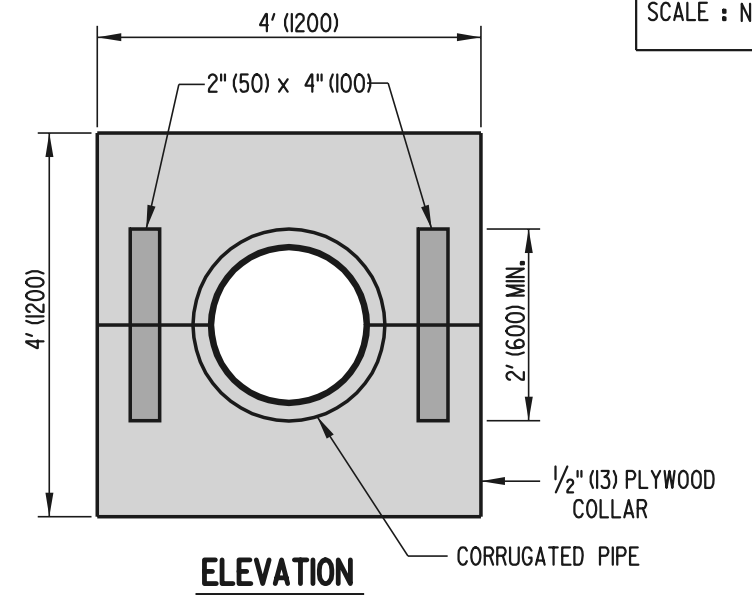
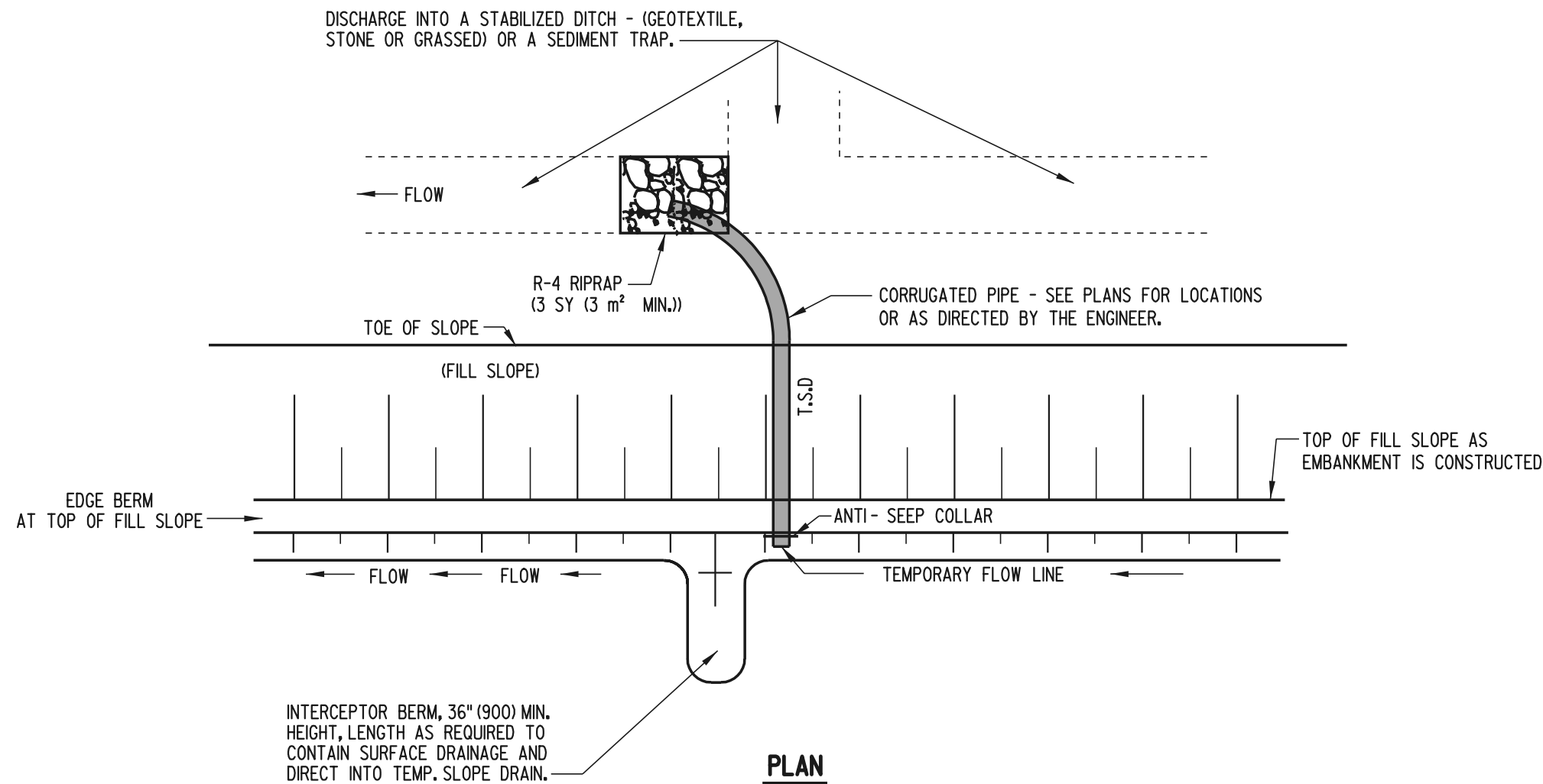
DELAWARE
DEPARTMENT OF TRANSPORTATION

EARTH DIKE

STANDARD NO. E-13 (2001) SHT. 1 OF 1

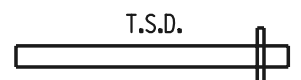
APPROVED *Ryan M. Hershman* 6/18/01
CHIEF ENGINEER DATE
RECOMMENDED *Michael P. Gotsch* 6/18/01
DESIGN ENGINEER DATE

SCALE : N.T.S.



- NOTES:** 1). ALL TEMPORARY SLOPE DRAINS SHALL DISCHARGE INTO THE BACK OF SEDIMENT TRAPS, INTO SEDIMENT BASINS OR DITCHES DISCHARGING INTO TRAPS OR BASINS.
- 2). TEMPORARY SLOPE DRAINS SHALL BE USED AT THE TOP OF FILL SLOPES AS EMBANKMENT IS CONSTRUCTED, TO PREVENT EXCESSIVE EROSION UNTIL SHOULDERS ARE CONSTRUCTED AND THE SLOPES ARE SEEDED AND MULCHED.

PLAN SYMBOL



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

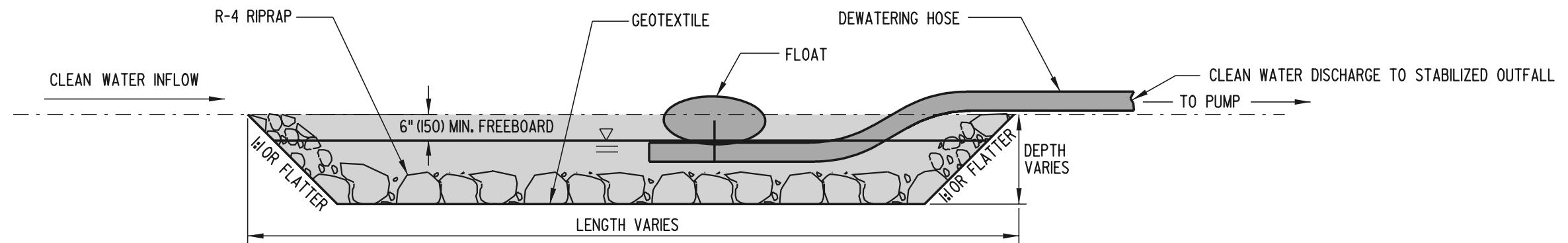
TEMPORARY SLOPE DRAIN

STANDARD NO. E-14 (2001)

SHT. 1 OF 1

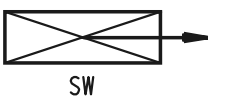
APPROVED *Ryan M. Hershman* **6/18/01**
CHIEF ENGINEER DATE

RECOMMENDED *Michael J. Galt* **6/18/01**
DESIGN ENGINEER DATE



- NOTES:**
- 1). THE WORK SHALL CONSIST OF CONSTRUCTING A STILLING WELL FOR THE PURPOSE OF PUMPING CLEAN WATER AROUND A DISTURBED CONSTRUCTION AREA TO A STABILIZED OUTFALL.
 - 2). THE DIMENSIONS OF THE STILLING WELL SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

PLAN SYMBOL



SW



DELAWARE
DEPARTMENT OF TRANSPORTATION

STILLING WELL

STANDARD NO.

E-15 (2001)

SHT.

1

OF

1

APPROVED

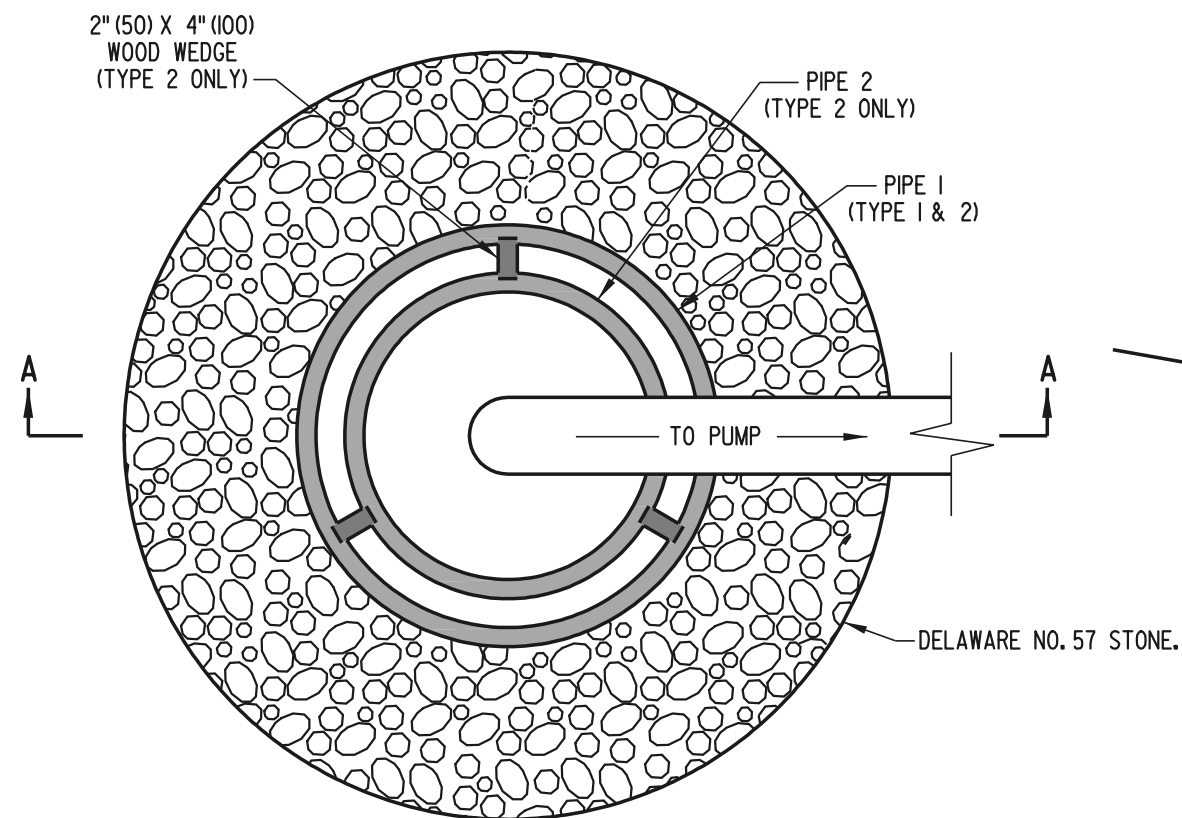
Ryan M. Hershman
CHIEF ENGINEER

6/18/01
DATE

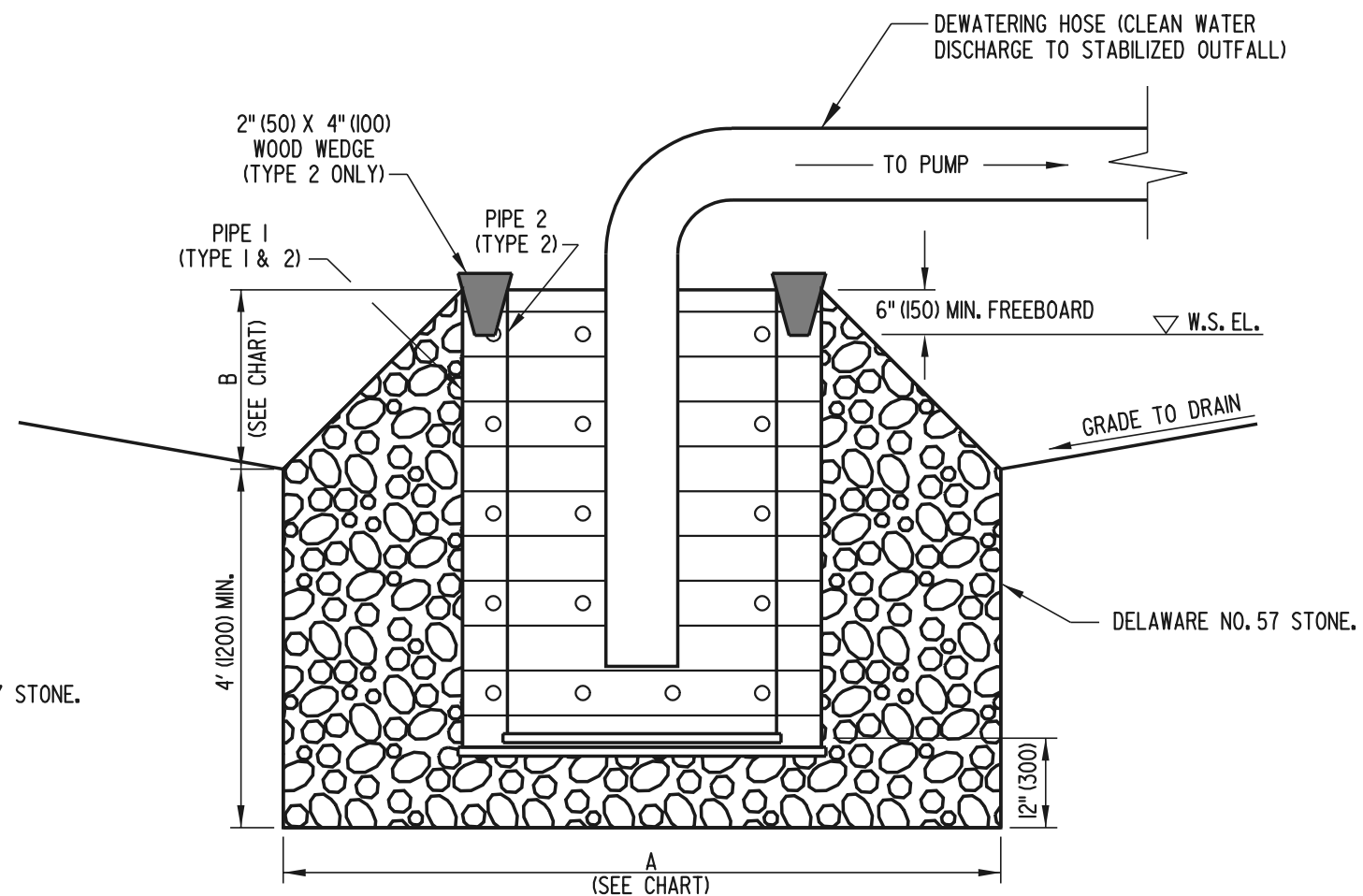
RECOMMENDED

Mehal Alghamdi
DESIGN ENGINEER

6/18/01
DATE



PLAN

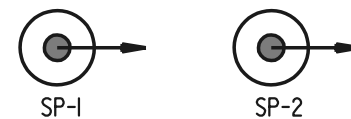


SECTION A-A

- NOTES:**
- 1). THE WORK SHALL CONSIST OF CONSTRUCTING A SUMP PIT FOR THE PURPOSE OF FILTERING AND PUMPING WATER TO A STABILIZED OUTFALL.
 - 2). GEOTEXTILE FOR THE 36" (900) CMP SHALL BE REPLACED WHEN CLOGGED WITH SEDIMENT.
 - 3). $\frac{1}{2}" \times \frac{1}{2}"$ (13 x 13) 19 GAGE (11) WIRE MESH SHALL BE PLACED AROUND THE REMOVABLE 36" (900) CMP BEFORE ATTACHING THE GEOTEXTILE TO INCREASE FLOW THROUGH THE GEOTEXTILE.
 - 4). ALL PERFORATIONS SHALL BE 1" (25) IN DIAMETER AND 12" (300) ON CENTER IN ALL DIRECTIONS.
 - 5). TYPE I SUMP PIT SHALL BE USED ONLY WHEN PUMPING IS NEEDED FOR LESS THAN 7 DAYS.

| SUMP PIT CHART | | | | |
|----------------|---|---|----------------|-----------|
| TYPE | PIPE 1 | PIPE 2 | A | B |
| 1 | PERFORATED 24" (600) CMP WITH PERFORATED CAP WELDED ON BOTTOM AND COMPLETELY WRAPPED WITH GEOTEXTILE. | N/A | 4' (1200) MIN. | 12" (300) |
| 2 | PERFORATED 48" (1200) CMP WITH PERFORATED CAP WELDED ON BOTTOM | REMOVABLE PERFORATED 36" (900) CMP WITH PERFORATED CAP WELDED ON BOTTOM AND COMPLETELY WRAPPED WITH GEOTEXTILE. | 8' (2400) MIN. | 24" (600) |

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

SUMP PIT, TYPE 1 & 2

STANDARD NO. E-16 (2001)

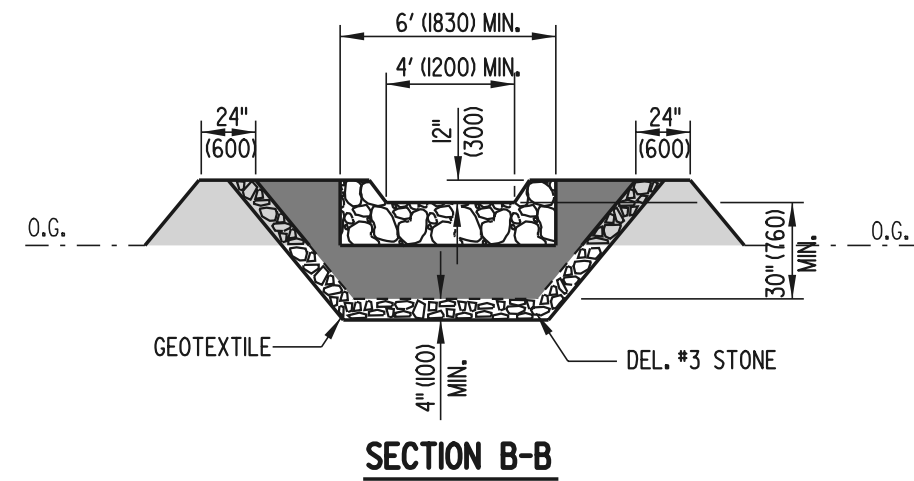
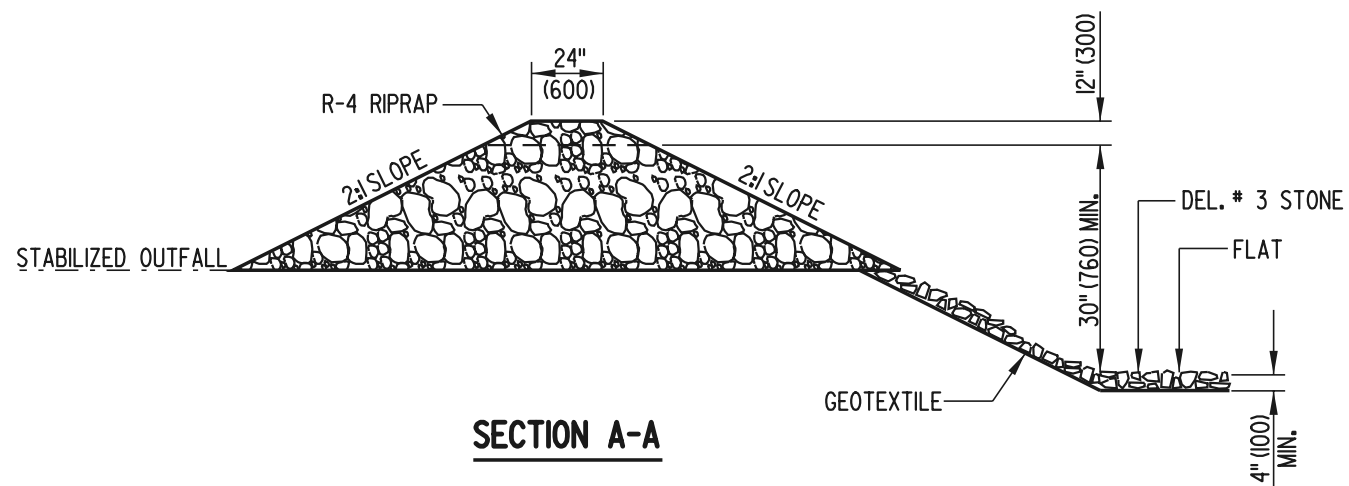
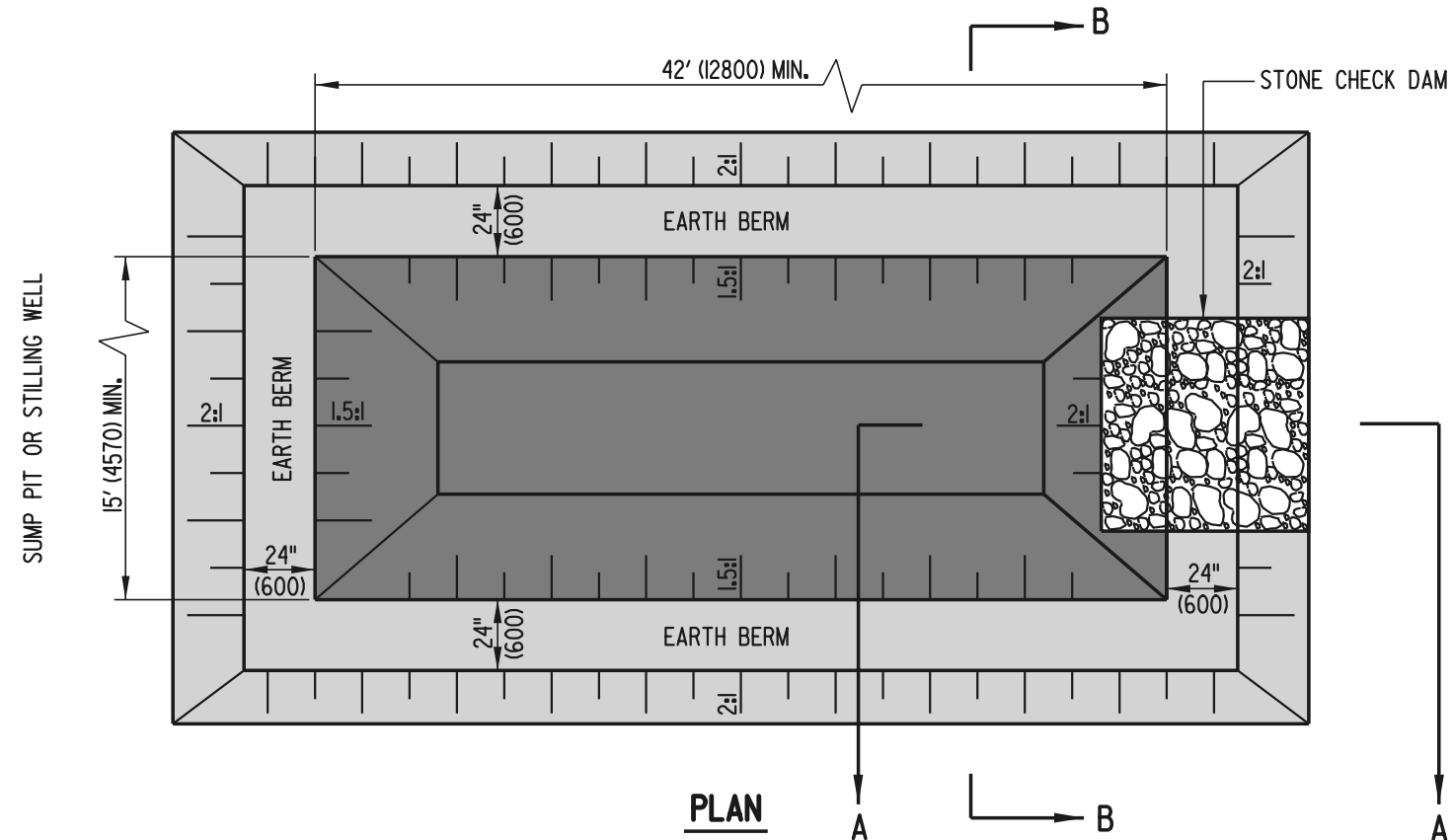
SHT. 1 OF 1

APPROVED

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

RECOMMENDED

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

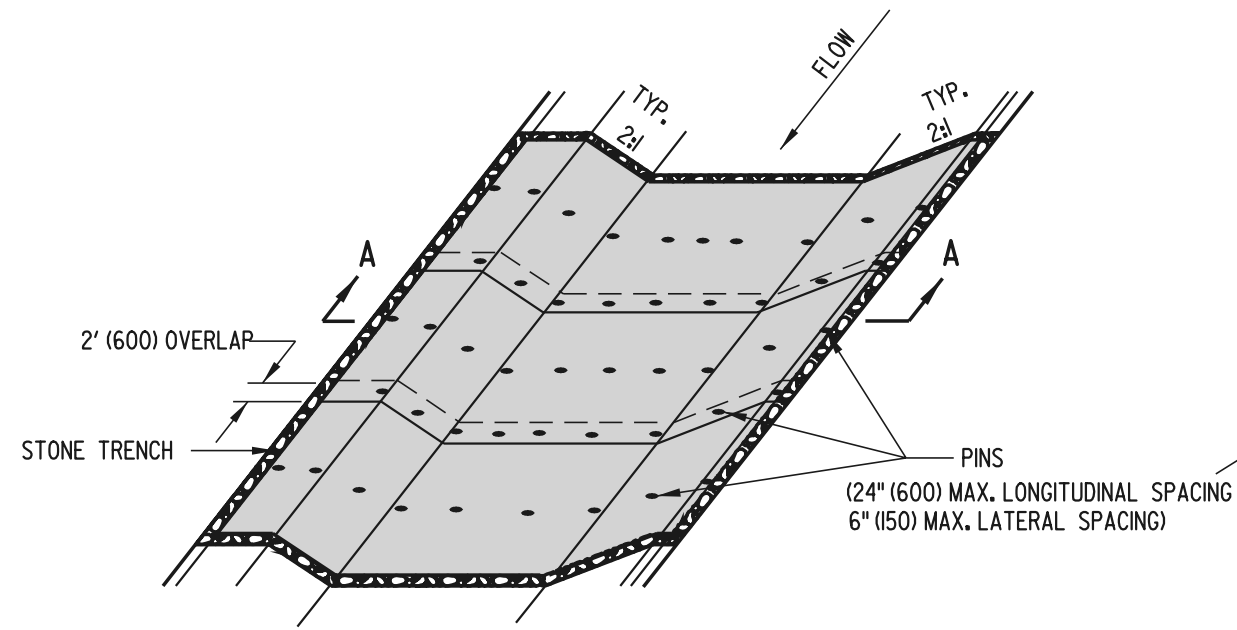


- NOTES:**
- 1.) A DEWATERING BASIN (DWB) IS USED TO REMOVE SEDIMENT FROM SEDIMENT-LADEN WATER PUMPED FROM A CONSTRUCTION SITE BEFORE THE WATER RE-ENTERS THE WATERWAY. THE DWB SHALL HAVE A MINIMUM TOP WIDTH OF 15' (4570) AND A MINIMUM DEPTH OF 3.5' (1065). THE MINIMUM TOP LENGTH SHOWN IN THE PLAN IS USED ONLY FOR QUANTITY CALCULATIONS BY THE ENGINEER. THE ACTUAL TOP LENGTH IN THE FIELD SHALL BE CALCULATED BY THE EQUATION:
 US CUSTOMARY : TOP LENGTH (FEET) = 26' + .01 x Y
 METRIC : TOP LENGTH (mm) = 7930 + 48300 x Y
 WHERE Y IS THE MAXIMUM CAPACITY IN GALLONS PER MINUTE (CUBIC METERS PER SECOND) OF THE DEWATERING PUMP.
 - 2.) THE OUTFALL FROM THE BASIN TO THE RECEIVING WATERS SHALL BE STABILIZED. PUMPING INTO THE DWB SHALL CEASE WHEN THE EFFLUENT FROM THE BASIN BECOMES SEDIMENT-LADEN.
 - 3.) A SUMP PIT OR STILLING WELL (SEE STANDARD SHEETS) SHALL BE USED IN CONJUNCTION WITH A DWB. THE BASIN MAY BE BYPASSED INTO THE STABILIZED OUTFALL IF THE WATER BEING PUMPED IS NON-SEDIMENT-LADEN. DIRECT DISCHARGE TO THE RECEIVING WATERS SHALL CEASE AND BE REDIRECTED TO THE DWB WHEN EFFLUENT FROM THE PUMP BECOMES SEDIMENT-LADEN.
 - 4.) MAINTENANCE MUST BE PERFORMED IN ORDER FOR THE DWB TO FUNCTION PROPERLY. ACCUMULATED SEDIMENT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED DISPOSAL AREA WHEN THE BASIN IS FILLED TO WITHIN 12" (300) FROM THE CREST.
 - 5.) WHEN USED IN CONJUNCTION WITH A COFFERDAM, DEWATERING SHALL BEGIN NO SOONER THAN 12 HOURS AFTER COFFERDAM INSTALLATION IN ORDER TO ALLOW SEDIMENT PRODUCED DURING INSTALLATION TO SETTLE COMPLETELY.

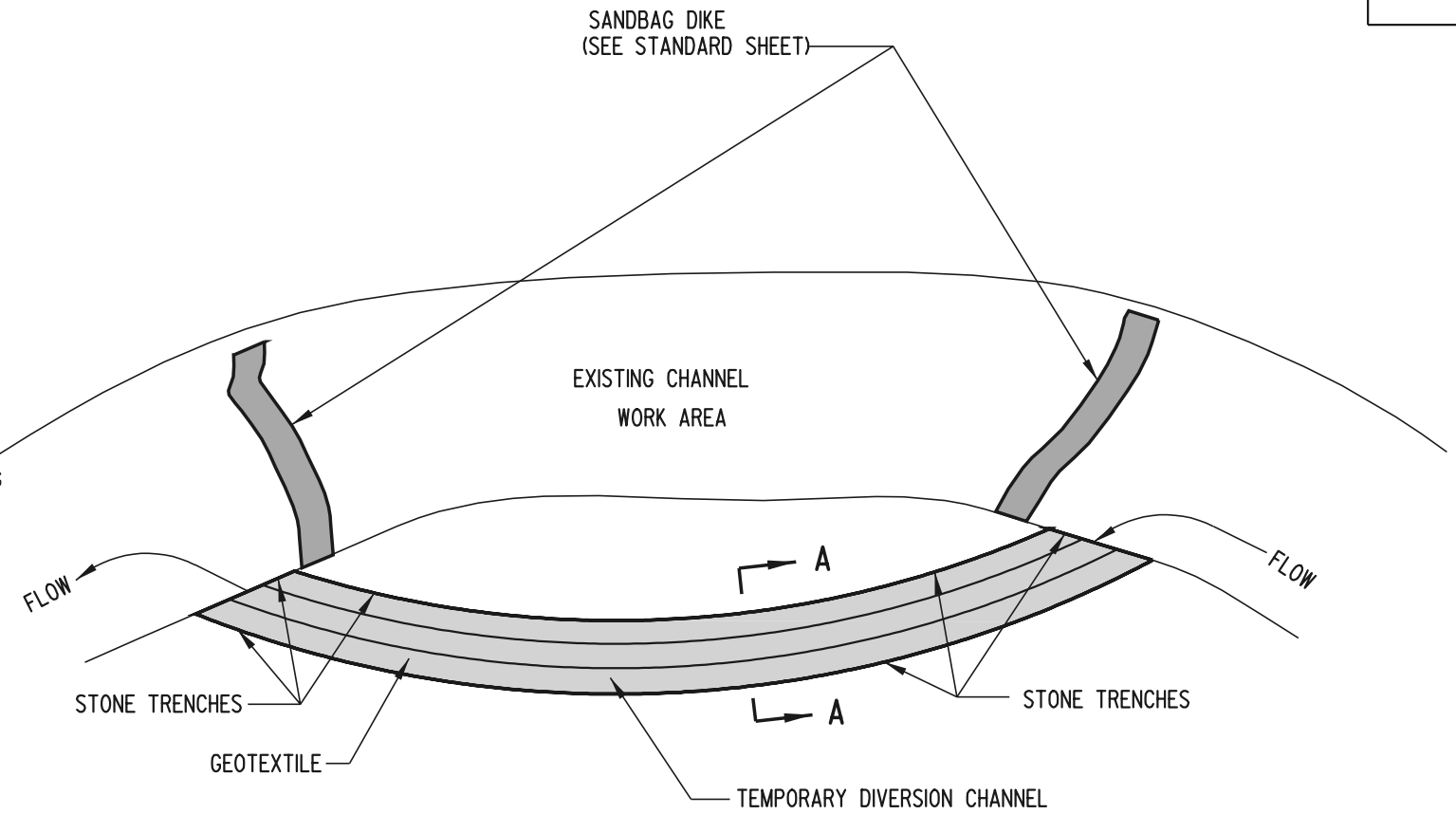
PLAN SYMBOL



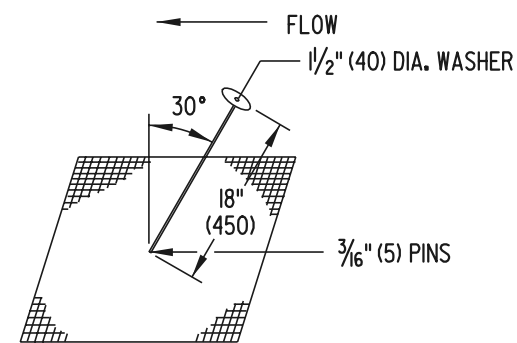
| | | | | | |
|--|------------------|-------------|------|--------|--|
| | DEWATERING BASIN | | | | APPROVED <i>Ryan M. Harkins</i> 6/18/01 CHIEF ENGINEER DATE |
| | STANDARD NO. | E-17 (2001) | SHT. | 1 OF 1 | RECOMMENDED <i>Michael P. Gotsch</i> 6/18/01 DESIGN ENGINEER DATE |



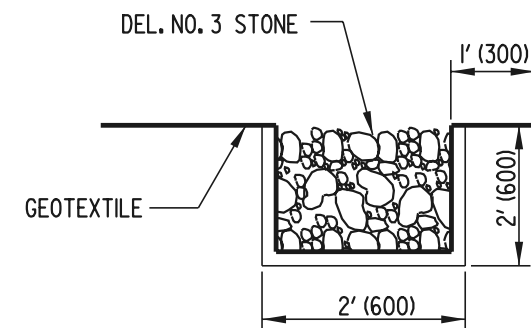
OBLIQUE VIEW



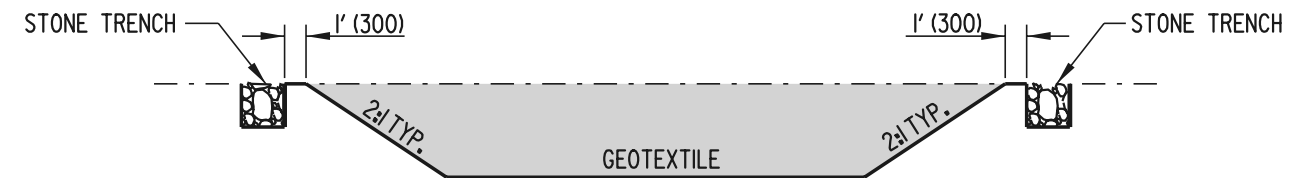
PLAN



FASTENING DETAIL



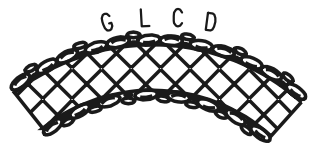
TRENCHING DETAIL



SECTION A-A

PLAN SYMBOL

NOTE: SEE PLANS FOR LOCATION, DIMENSIONS, GRADES, ETC.



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

GEOTEXTILE-LINED CHANNEL DIVERSION

STANDARD NO.

E-18 (2001)

SHT.

1

OF

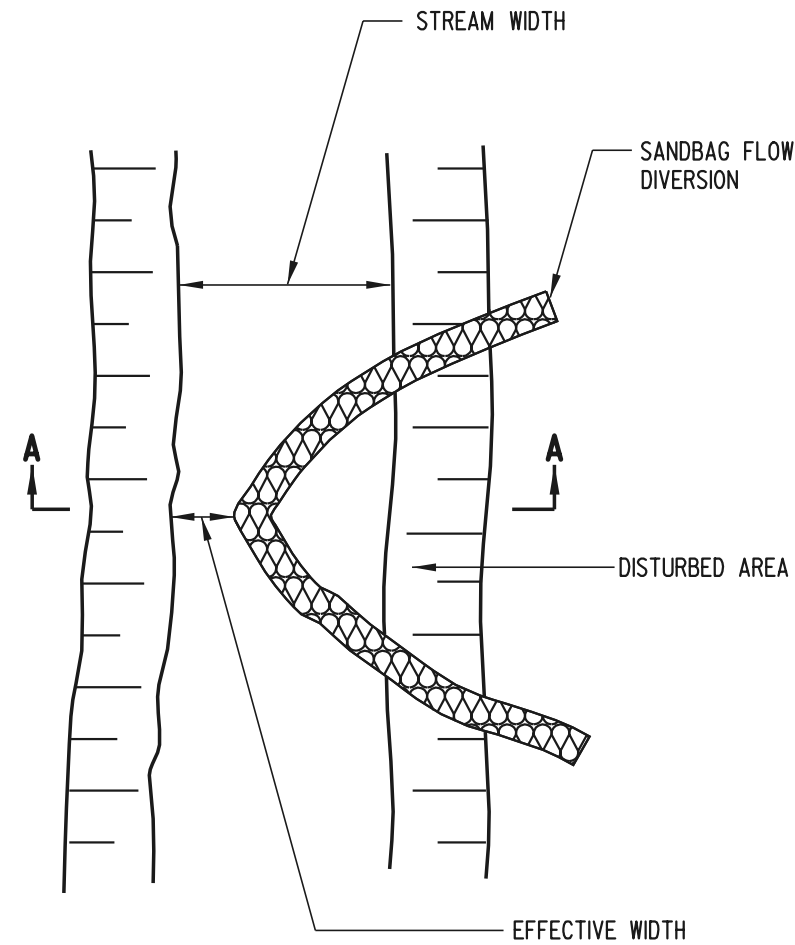
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APPROVED

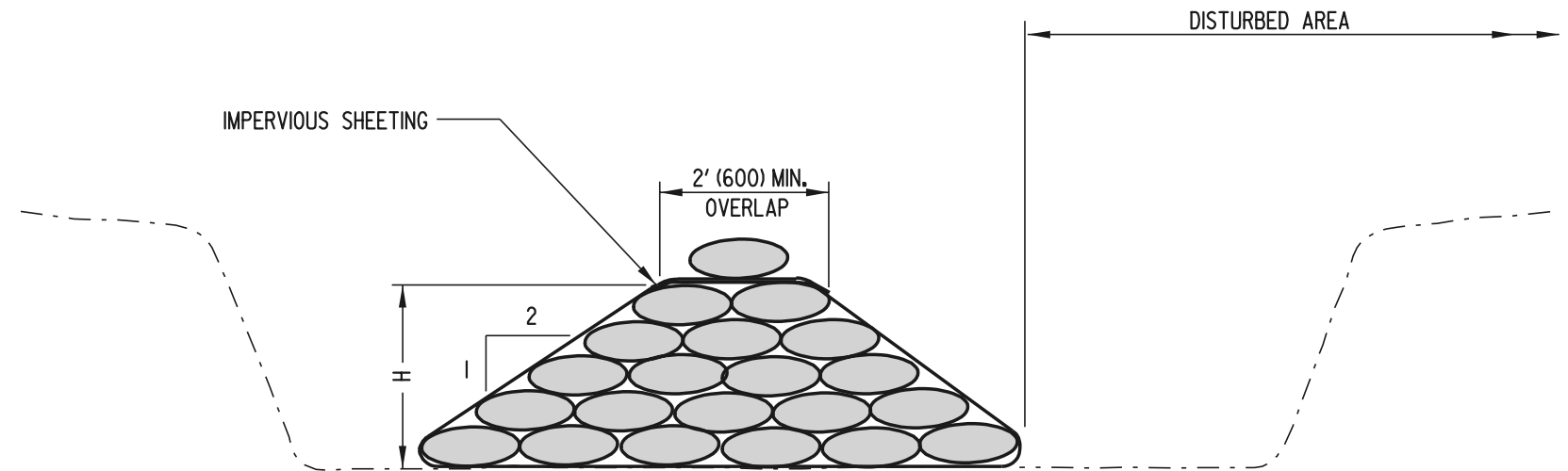
Ryan M. Harkness
CHIEF ENGINEER
DATE **6/18/01**

RECOMMENDED

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



PLAN



SECTION A-A

- NOTES:**
- 1). THE WORK SHALL CONSIST OF INSTALLING FLOW DIVERSIONS FOR THE PURPOSE OF EROSION CONTROL WHEN CONSTRUCTION ACTIVITIES TAKE PLACE WITHIN THE STREAM CHANNEL SUCH AS BANK STABILIZATION OR BRIDGE ABUTMENT CONSTRUCTION.
 - 2). THE DIVERSION STRUCTURE SHALL BE INSTALLED FROM UPSTREAM TO DOWNSTREAM.
 - 3). THE EFFECTIVE CHANNEL WIDTH SHALL BE SIZED TO PASS A ONE YEAR STORM EVENT PEAK FLOW, OR 1/3 OF STREAM WIDTH, WHICHEVER IS GREATER.
 - 4). THE SANDBAG DIVERSION HEIGHT (H) SHALL BE 1' (300) ABOVE THE PEAK ELEVATION OF THE ONE YEAR STORM.

PLAN SYMBOL



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

SANDBAG DIVERSION

STANDARD NO.

E-19 (2001)

SHT.

1

OF

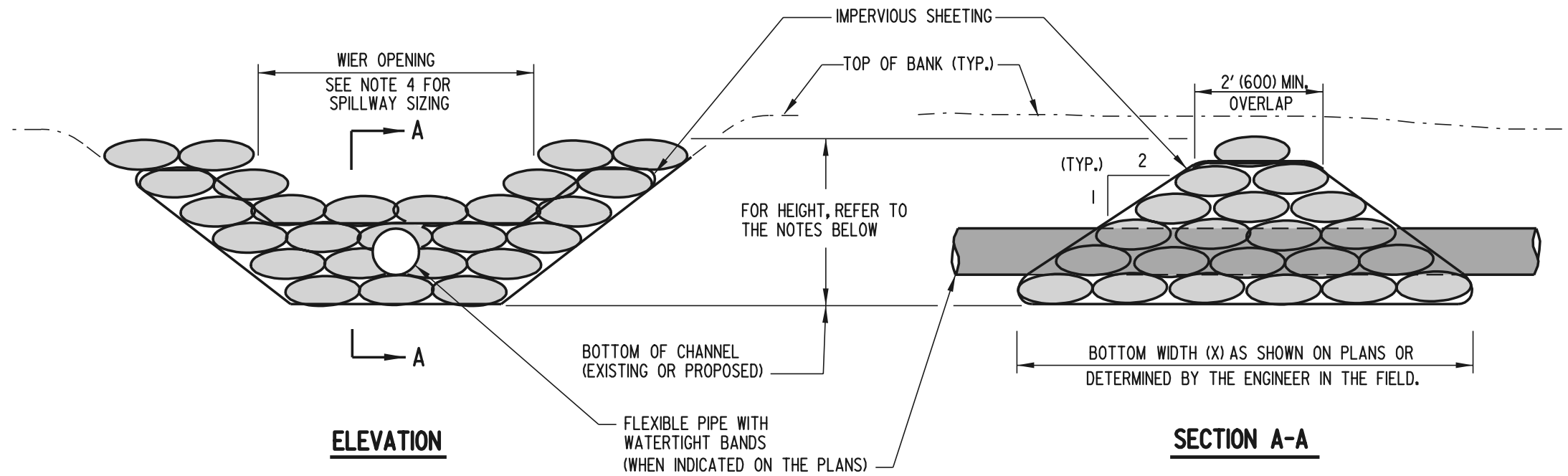
1

APPROVED

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

RECOMMENDED

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



- NOTES:** 1). THE WORK SHALL CONSIST OF INSTALLING A SANDBAG DIKE FOR THE PURPOSE OF EROSION CONTROL WHEN CONSTRUCTION ACTIVITIES TAKE PLACE WITHIN THE STREAM CHANNEL SUCH AS BANK STABILIZATION OR BRIDGE ABUTMENT CONSTRUCTION.
- 2). THE SANDBAG DIKE SHALL BE INSTALLED AT THE UPSTREAM LOCATION FIRST.
- 3). THE HEIGHT OF THE SANDBAG DIKE SHALL BE 1' (300) ABOVE THE PEAK ELEVATION OF THE ONE YEAR STORM, OR EQUAL WITH THE TOP OF BANK, WHICHEVER IS LESS. SEE PLANS FOR INFORMATION.
- 4). THE SPILLWAY SHALL BE SIZED TO PASS A (1) ONE YEAR STORM EVENT PEAK FLOW, SEE PLANS.
- 5). THE PIPE, WHEN UTILIZED, SHALL BE SIZED TO PASS THE STREAM BASE FLOW.

PLAN SYMBOL

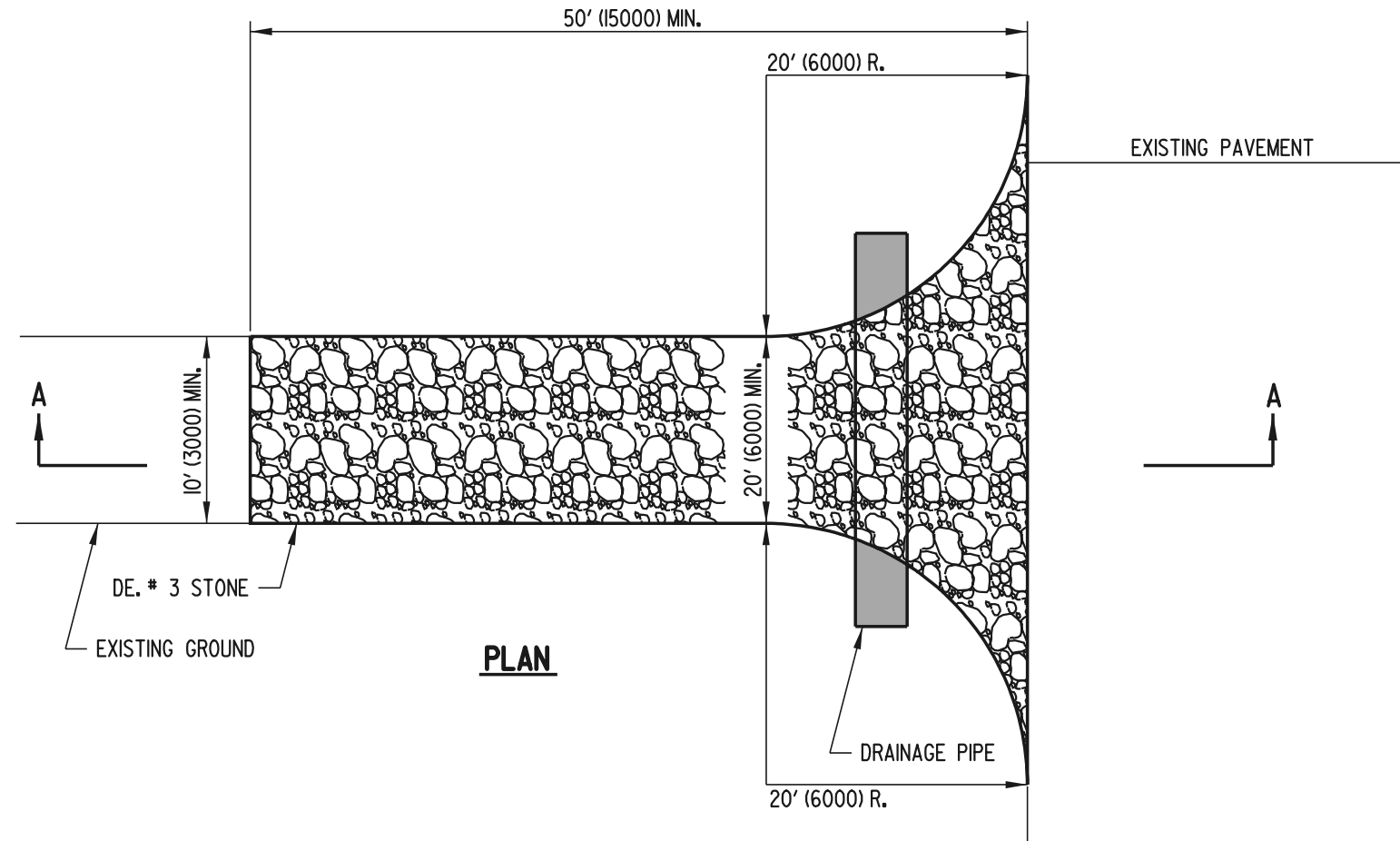


DELAWARE
DEPARTMENT OF TRANSPORTATION

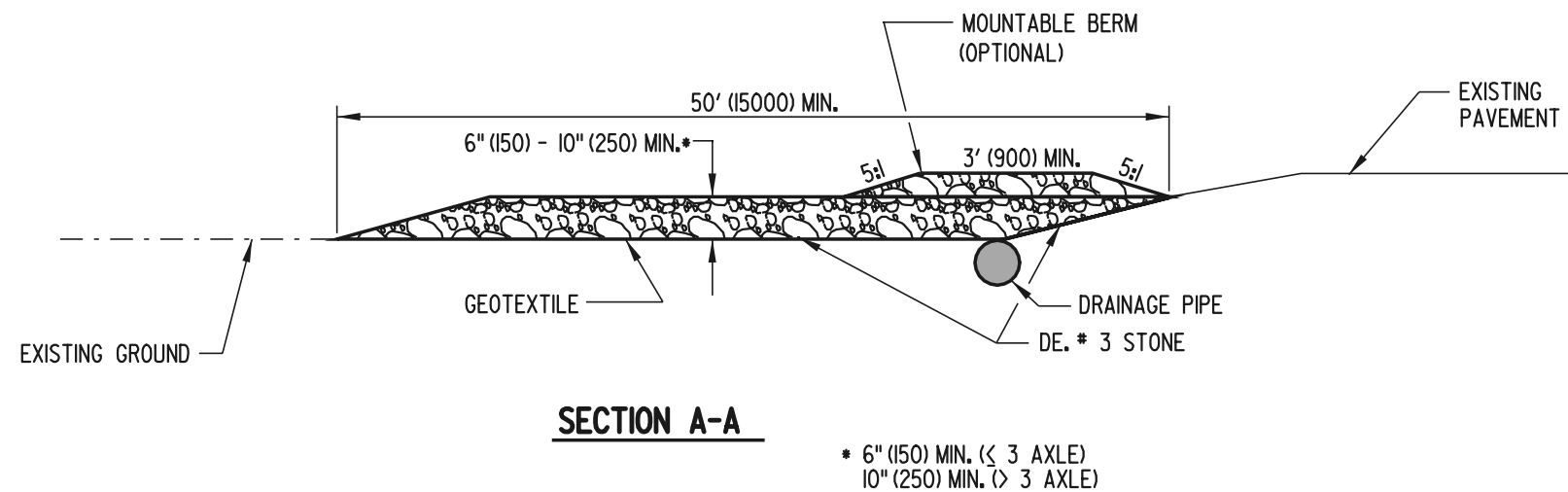
SANDBAG DIKE

STANDARD NO. E-20 (2001) SHT. 1 OF 1

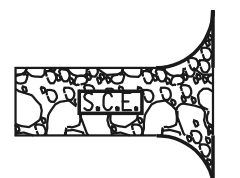
APPROVED *Ryan M. Hershman* 6/18/01
CHIEF ENGINEER DATE
RECOMMENDED *Michael P. Gotsch* 6/18/01
DESIGN ENGINEER DATE



- NOTES:**
- 1). ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED UNDER THE ENTRANCE. IF NECESSARY, A MOUNTABLE BERM WITH 5:1 SLOPES SHALL BE ALLOWED TO FACILITATE PLACEMENT OF PIPES IN SHALLOW CONDITIONS.
 - 2). THE LOCATION AND NUMBER OF STABILIZED CONSTRUCTION ENTRANCES SHALL BE AS INDICATED ON THE PLANS. ANY CHANGE IN LOCATION, ADDITION, OR DELETION OF AN ENTRANCE SHALL BE APPROVED IN ADVANCE BY THE ENGINEER.
 - 3). DRAINAGE PIPE, IF UTILIZED, SHALL BE PAID FOR SEPARATELY UNDER THE APPROPRIATE BID ITEM.
 - 4). THE TOP 2" (50) OF STONE SHALL BE REMOVED AND REPLACED WITH 2" (50) OF CLEAN STONE WHEN VOIDS ARE FILLED OR AS DIRECTED BY THE ENGINEER.



PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

STABILIZED CONSTRUCTION ENTRANCE

STANDARD NO.

E-21 (2001)

SHT.

1

OF

1

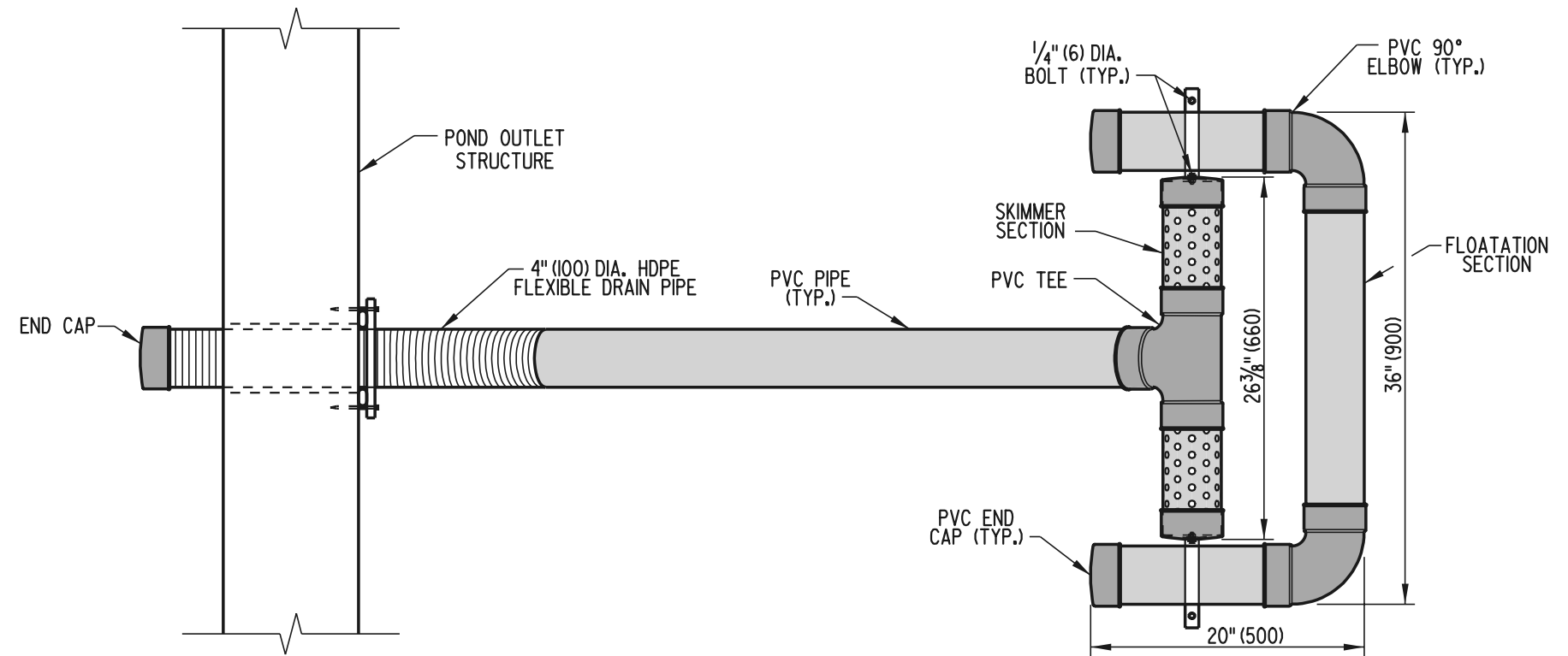
APPROVED

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

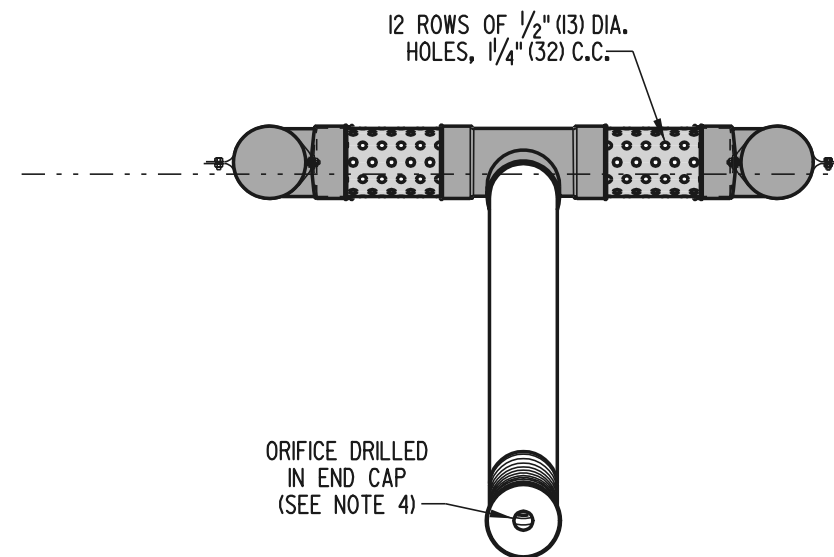
RECOMMENDED

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

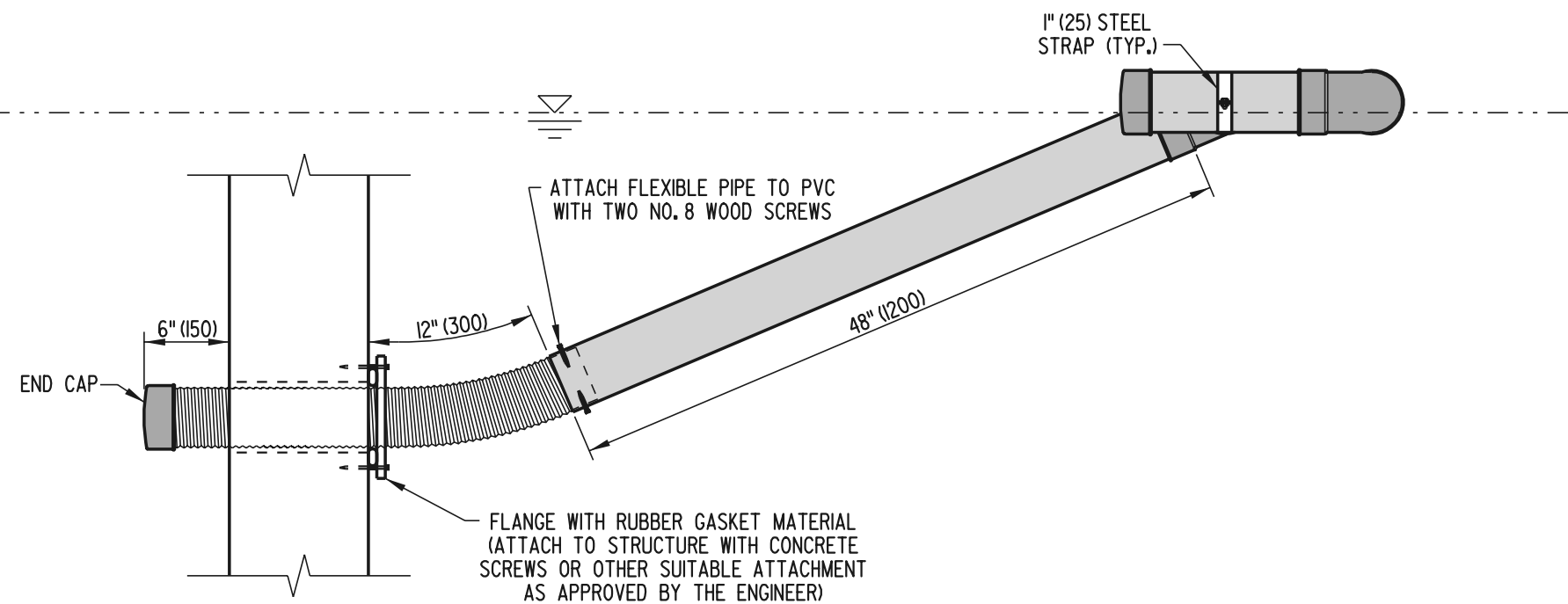
- NOTES:** 1). ALL P.V.C. PIPES ARE TO BE 4" (100) I.D., SCHEDULE 40
- 2). ALL JOINTS OF THE FLOATATION SECTION SHALL BE SOLVENT WELDED. JOINTS OF SKIMMER SECTION NEED NOT BE WATER-TIGHT.
- 3). 4" (100) HDPE FLEXIBLE DRAIN PIPE IS TO BE ATTACHED TO THE POND OUTLET STRUCTURE WITH WATER-TIGHT CONNECTIONS.
- 4). ORIFICE IS TO BE SIZED ACCORDING TO STORAGE VOLUME AND TO SLOWLY RELEASE 1" (25) RUNOFF FOR AT LEAST 24-HOURS.



PLAN VIEW



FRONT VIEW



SIDE VIEW



DELAWARE
DEPARTMENT OF TRANSPORTATION

SKIMMER DEWATERING DEVICE

STANDARD NO.

E-22 (2001)

SHT.

1

OF

1

APPROVED

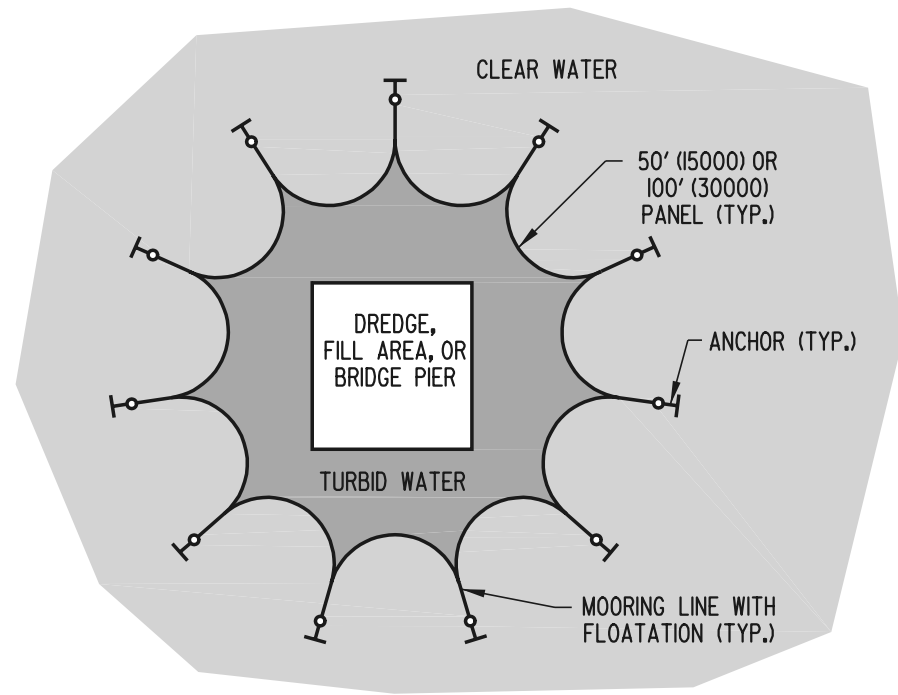
Ryan M. Harkness
CHIEF ENGINEER

6/18/01
DATE

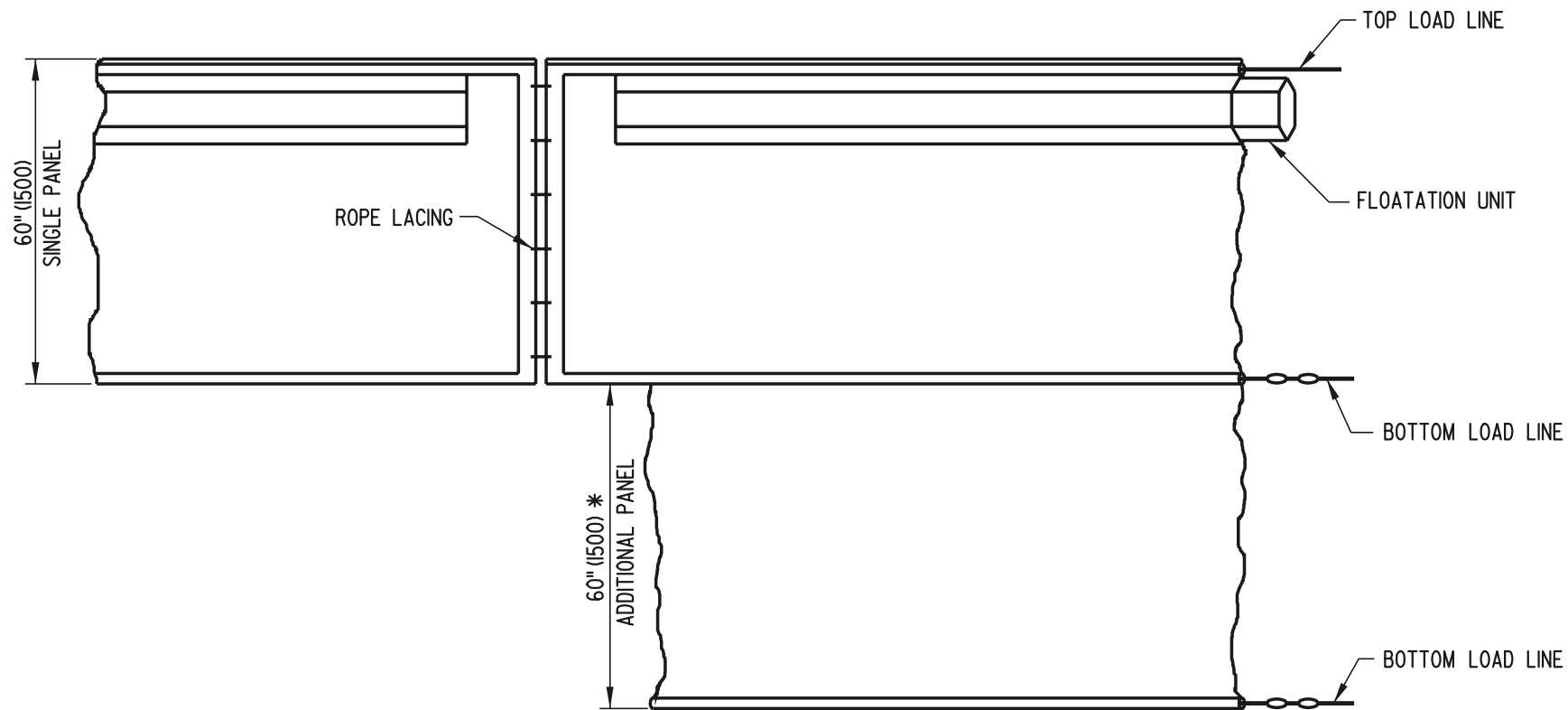
RECOMMENDED

Michael R. Galt
DESIGN ENGINEER

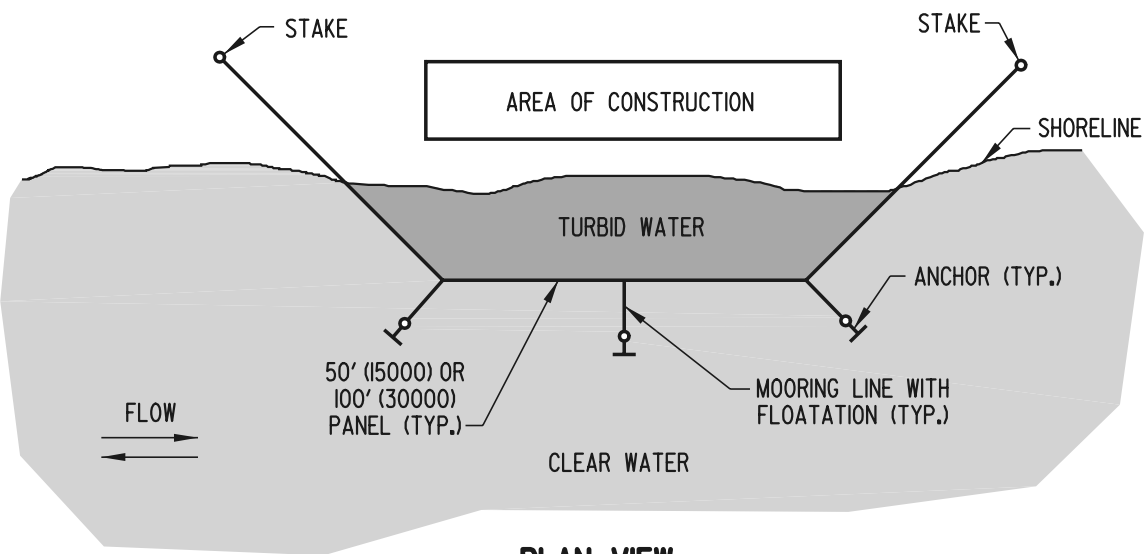
6/18/01
DATE



PLAN VIEW
OPEN WATER APPLICATION



ELEVATION




PLAN VIEW
SHORELINE APPLICATION

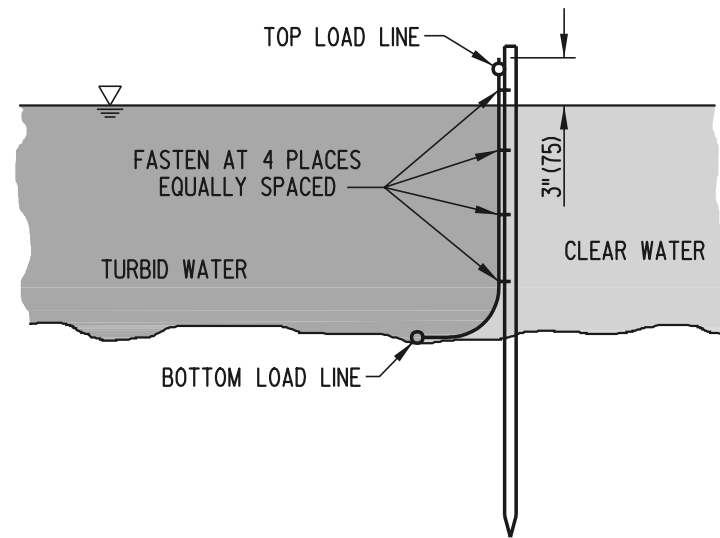
FLOATING TURBIDITY CURTAIN

NOTE: 1.) ADDITIONAL PANEL REQUIRED FOR DEPTHS GREATER THAN 5' (1500).
2.) FLOATING TURBIDITY CURTAIN SHALL REACH BOTTOM UP TO DEPTHS OF 10' (3000) BY USING TWO PANELS. DEPTHS GREATER THAN 10' (3000) SHALL REQUIRE SPECIAL DEPTH CURTAINS SPECIFICALLY CALLED FOR IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

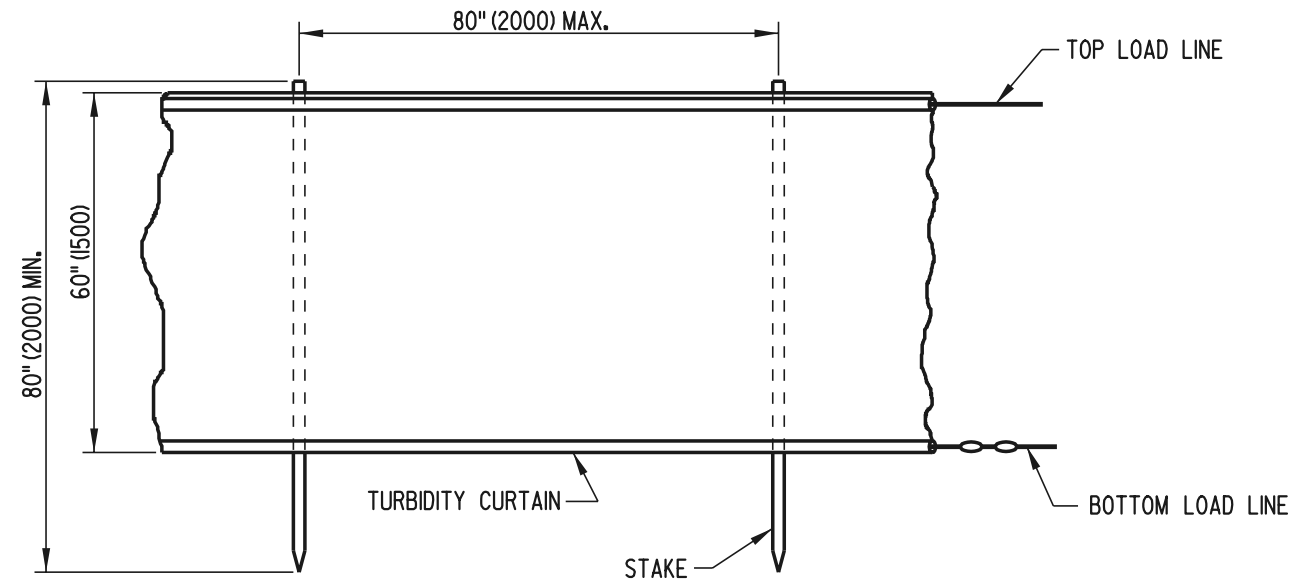
PLAN SYMBOL

— FTC —

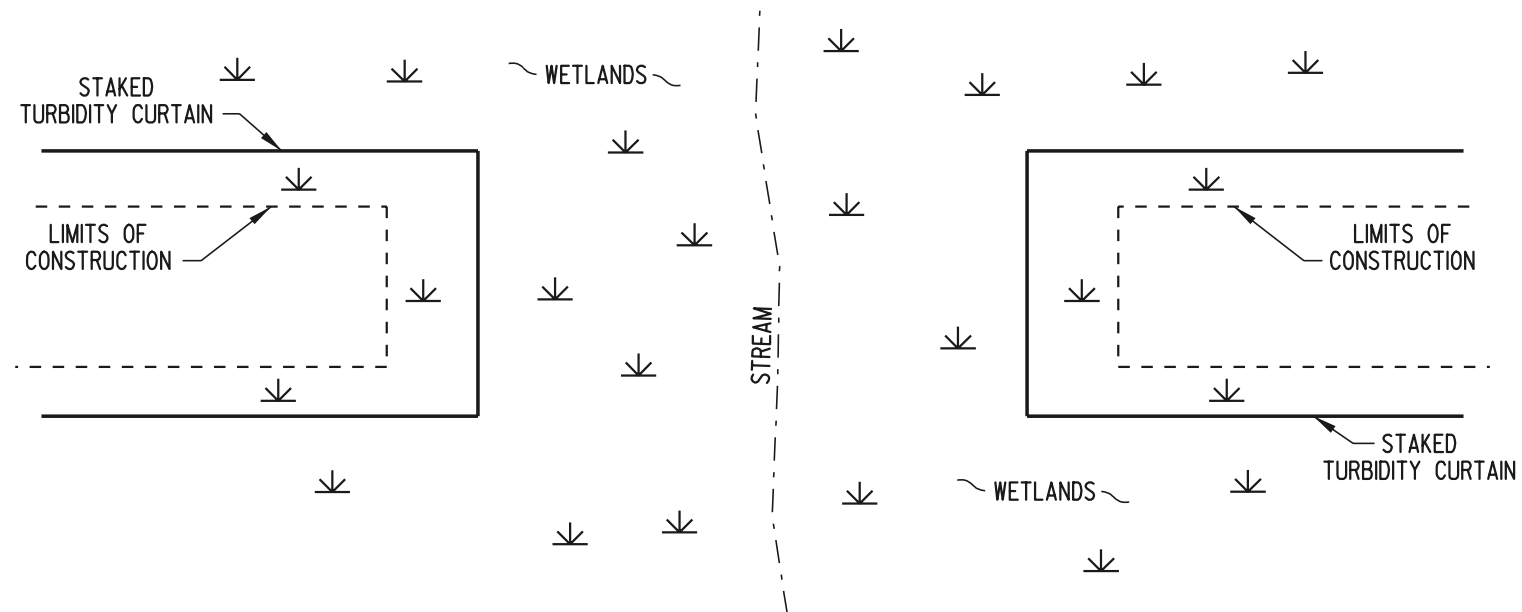
| | | | | |
|--|--|----------------------|--------------------|---|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | TURBIDITY CURTAIN | | | APPROVED <i>Ryan M. Harkins</i> 6/18/01 <small>CHIEF ENGINEER DATE</small> |
| | STANDARD NO. E-23 (2001) | SHT. 1 | OF 2 | RECOMMENDED <i>Michael P. Gotsch</i> 6/18/01 <small>DESIGN ENGINEER DATE</small> |



SECTION



ELEVATION



PLAN VIEW
SHALLOW WATER/MARSH APPLICATION

PLAN SYMBOL

— STC —

STAKED TURBIDITY CURTAIN



DELAWARE
DEPARTMENT OF TRANSPORTATION

TURBIDITY CURTAIN

STANDARD NO.

E-23 (2001)

SHT.

2

OF

2

APPROVED

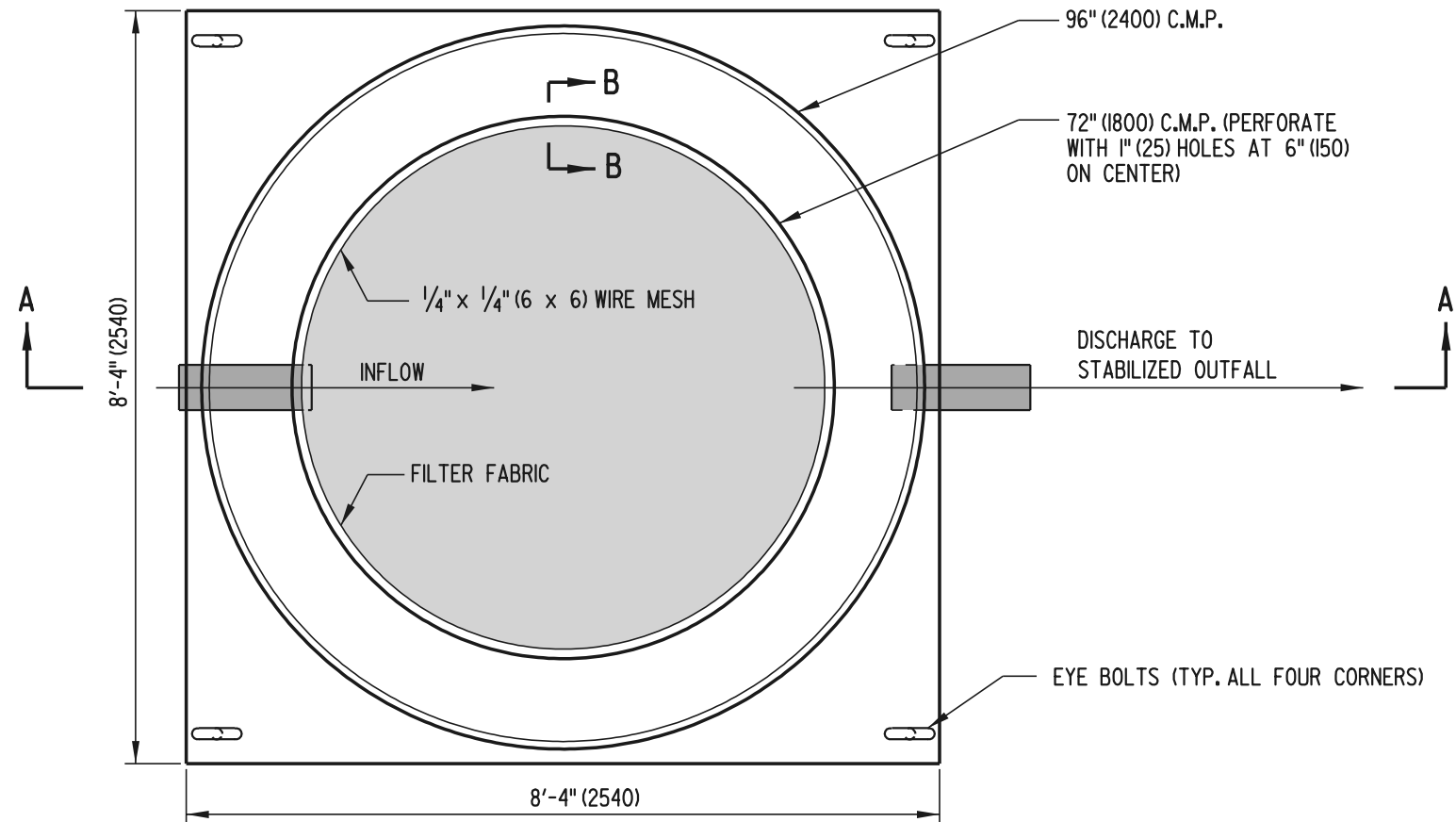
Ryan M. Harkness
CHIEF ENGINEER

6/18/01
DATE

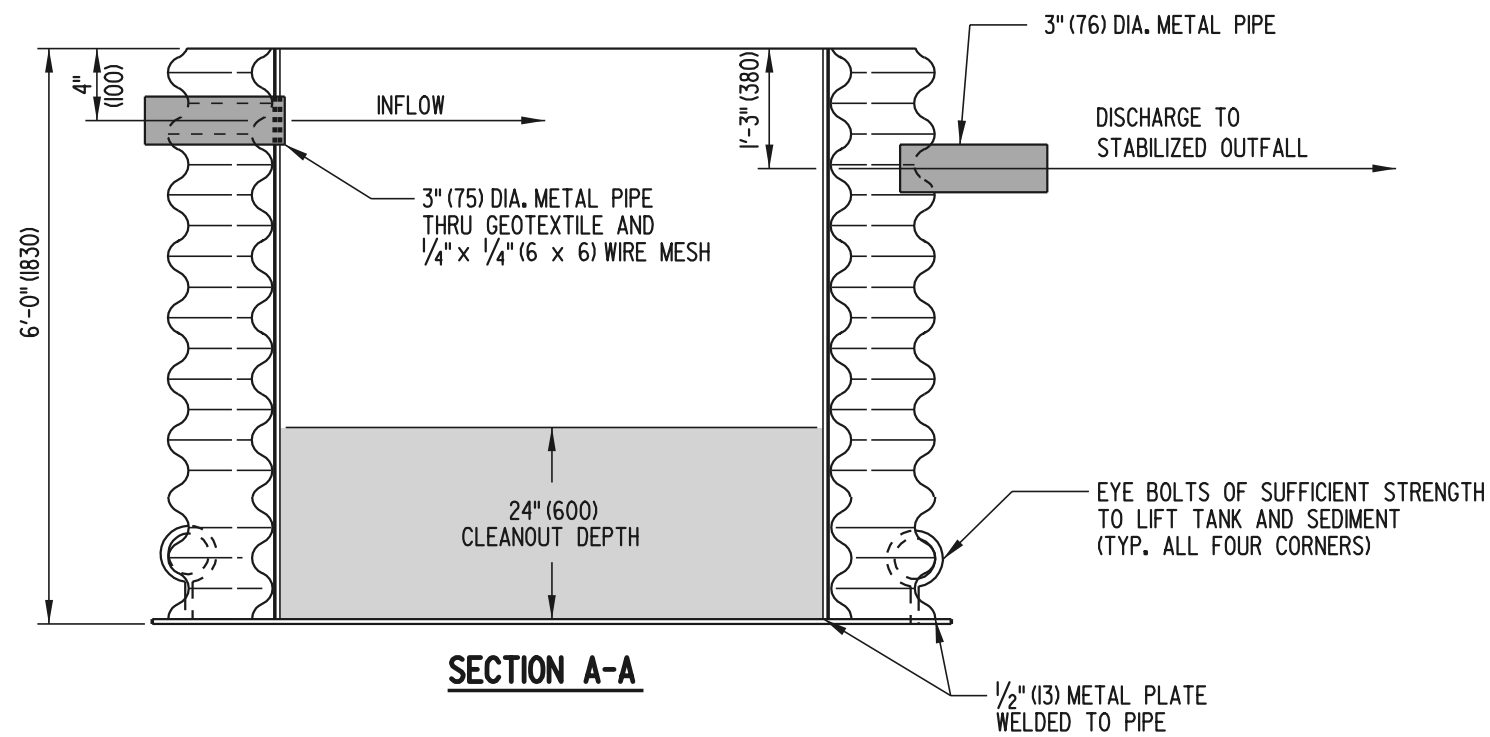
RECOMMENDED

Michael P. Gotsch
DESIGN ENGINEER

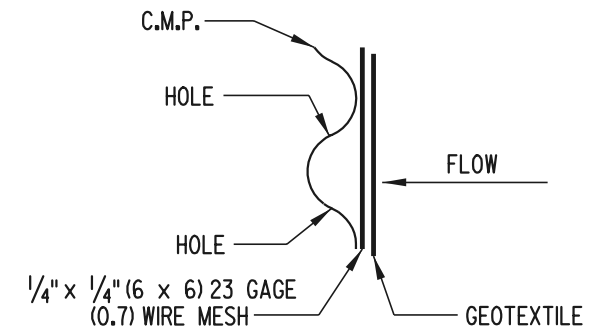
6/18/01
DATE



PLAN



SECTION A-A



SECTION B-B

- NOTES:**
- 1). THE PORTABLE SEDIMENT TANK SHOWN MAY BE USED IN SITES WHERE SPACE IS LIMITED TO CONSTRUCT A DEWATERING BASIN.
 - 2). THE MAXIMUM PUMP DISCHARGE INTO THIS TYPICAL PORTABLE SEDIMENT TANK SHALL BE 425 GALLONS PER MINUTE (26 LITERS PER SECOND). THE FILTER FABRIC SHALL BE REPLACED WHEN THE PORTABLE SEDIMENT TANK CAN NO LONGER ALLOW THIS FLOW RATE, WHEN THERE IS A TEAR, OR WHEN DIRECTED BY THE ENGINEER.
 - 3). SEVERAL UN-CONNECTED OR CONNECTED IN PARALLEL PORTABLE SEDIMENT TANKS MAY BE USED WHEN A HIGHER FLOW RATE IS NEEDED TO DE-WATER THE JOB.
 - 4). OTHER DESIGNS MAY BE USED PROVIDED THE HYDRAULIC DESIGN IS SUBMITTED TO AND APPROVED BY THE STORMWATER ENGINEER.

PLAN SYMBOL



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

PORTABLE SEDIMENT TANK

STANDARD NO.

E-24 (2001)

SHT.

1

OF

1

APPROVED

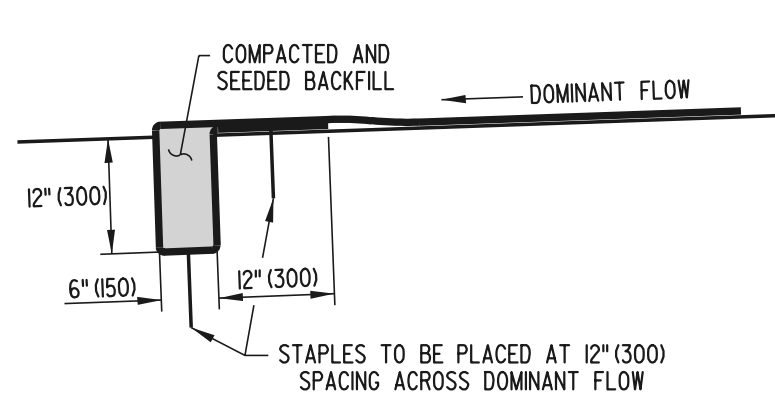
Ryan M. Hershman
CHIEF ENGINEER

6/18/01
DATE

RECOMMENDED

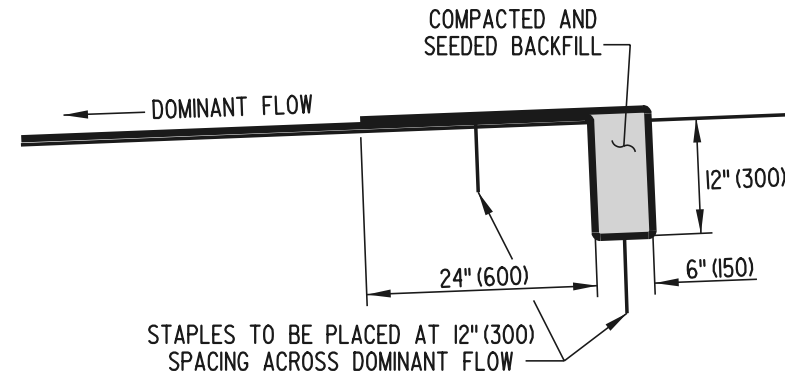
Michael P. Gotsch
DESIGN ENGINEER

6/18/01
DATE



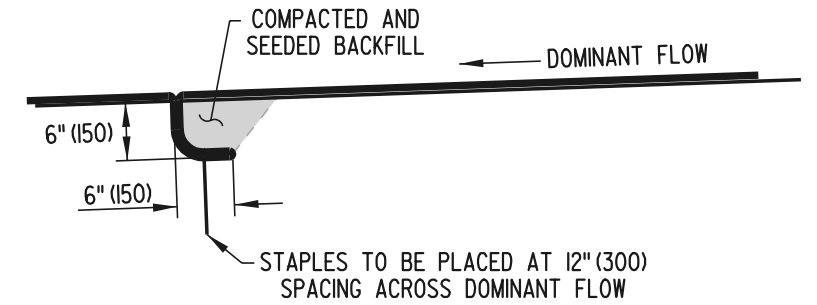
INITIAL TRENCH ANCHOR DETAIL

APPLIED AT THE DOWNSTREAM END OF DITCH



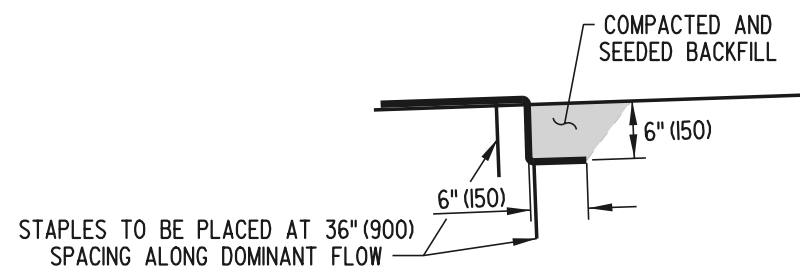
TERMINAL TRENCH ANCHOR DETAIL

APPLIED AT THE UPSTREAM END OF DITCH

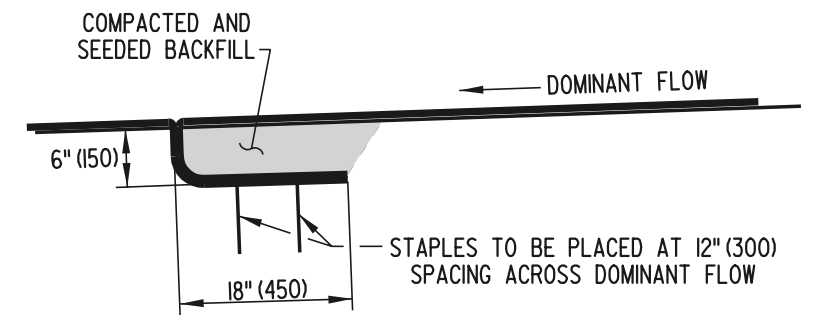


CHECK SLOT DETAIL

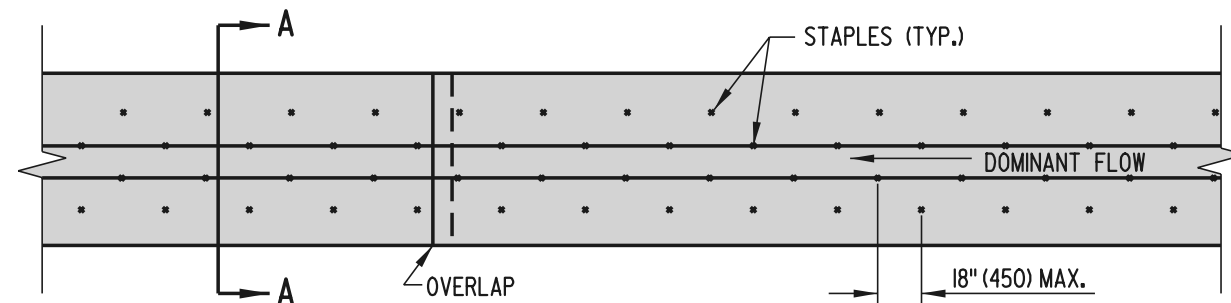
(AS NEEDED PER PLANS)



LONGITUDINAL TRENCH ANCHOR DETAIL

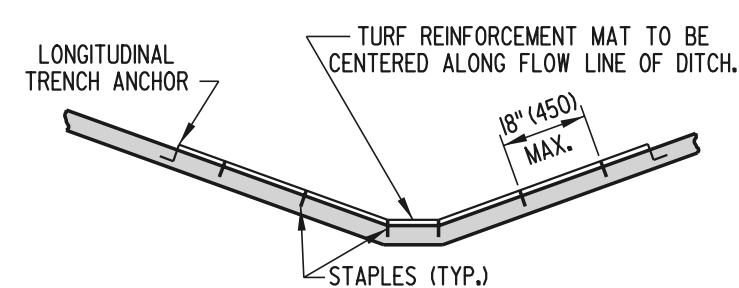


OVERLAP DETAIL

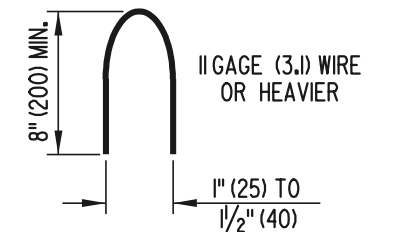


STABILIZATION OF DITCHES PLAN

- NOTES: 1. ADDITIONAL STAPLES NOT SHOWN ARE REQUIRED AT OVERLAPS, ENDS, CHECK SLOTS AND EDGES. SEE APPROPRIATE DETAILS FOR STAPLE PLACEMENT.
2. STAPLES ARE TO BE STAGGERED.
3. TOPSOIL UNDER TURF REINFORCEMENT MAT IS TO BE TRACKED AND SEEDDED.

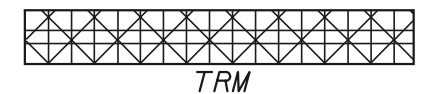


STABILIZATION OF DITCHES SECTION A-A



STAPLE DETAIL

PLAN SYMBOL

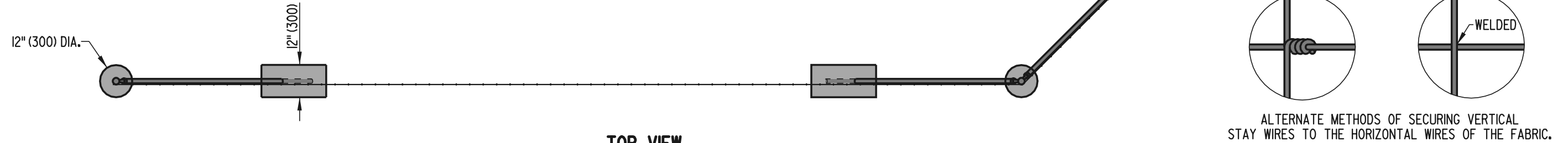


DELAWARE
DEPARTMENT OF TRANSPORTATION

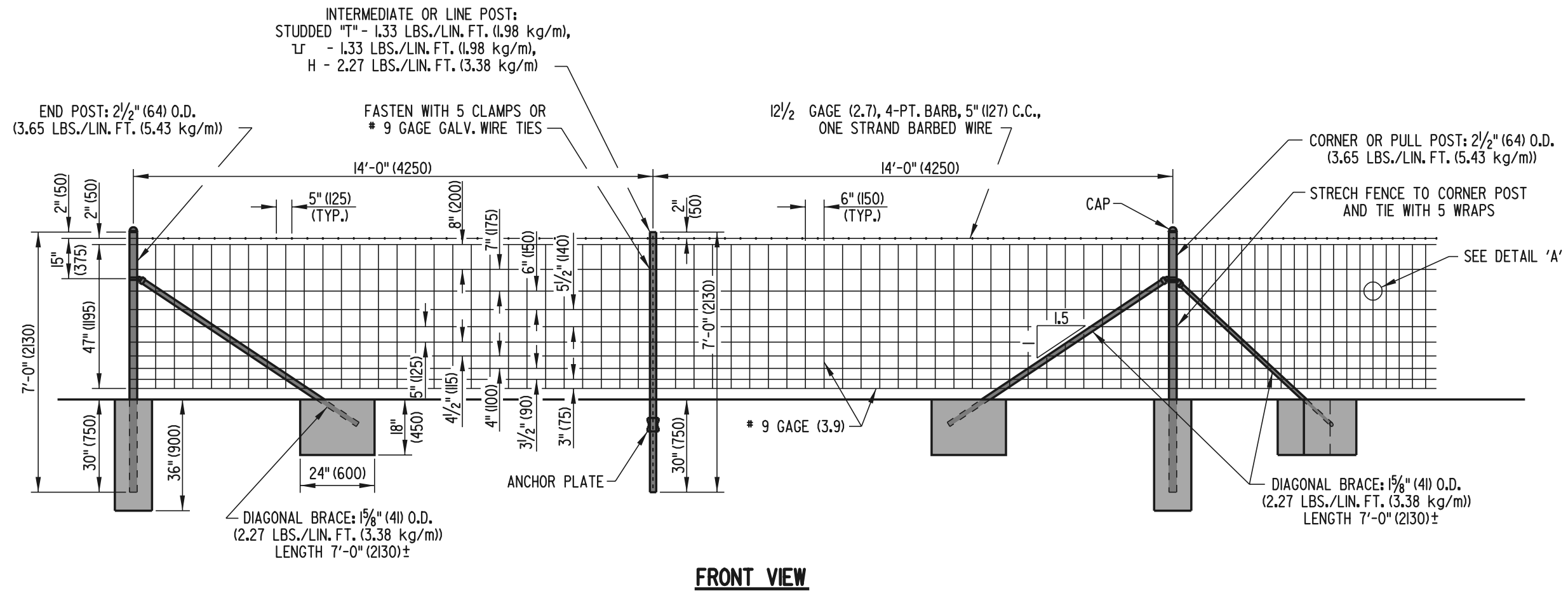
TURF REINFORCEMENT MAT APPLICATIONS



STANDARD NO. E-25 (2001) SHT. 1 OF 1

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



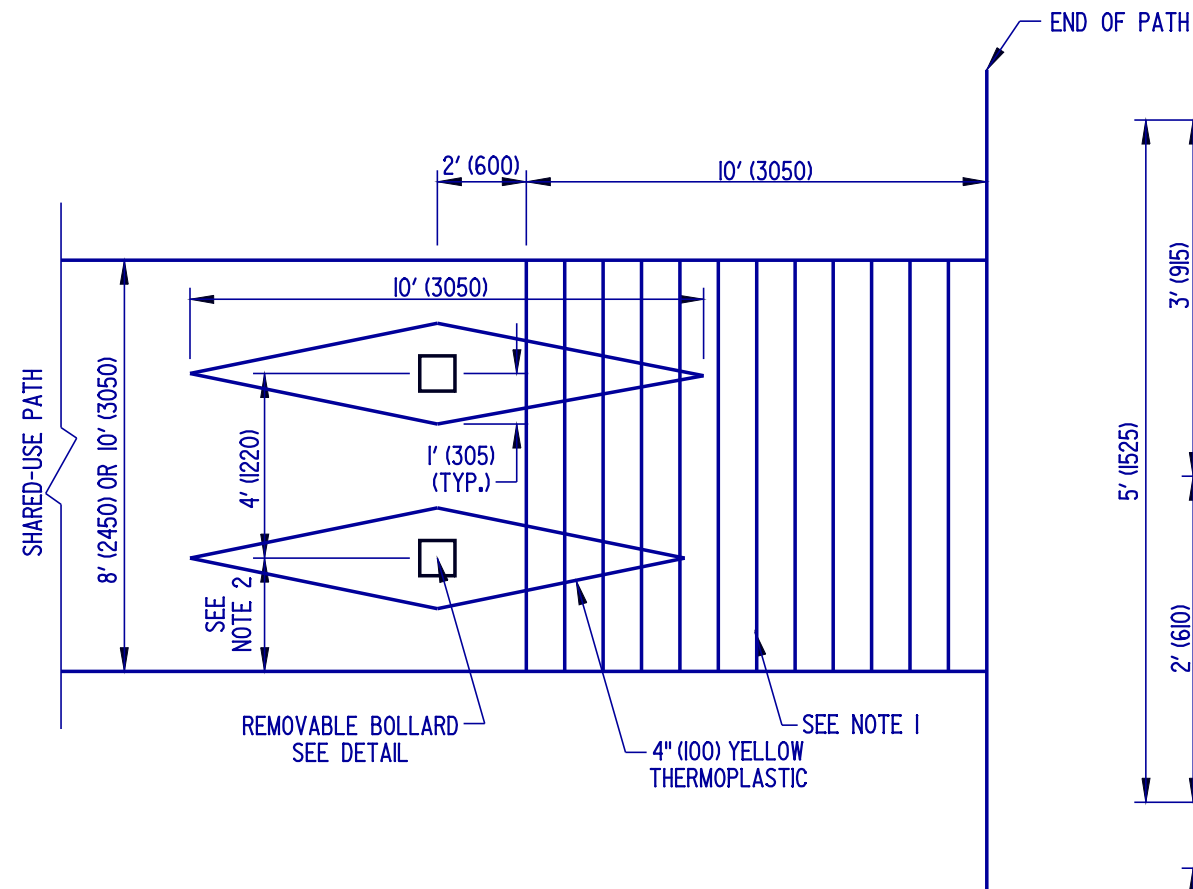
DEATAIL 'A'



| | | | | | |
|--|--------------------|------------|------|---|---|
|  <div>DELAWARE DEPARTMENT OF TRANSPORTATION</div> | RIGHT-OF-WAY FENCE | | | | APPROVED  <small>CHIEF ENGINEER</small> <small>DATE</small> 6/18/01 |
| | STANDARD NO. | M-1 (2001) | SHT. | 1 | OF 1 |



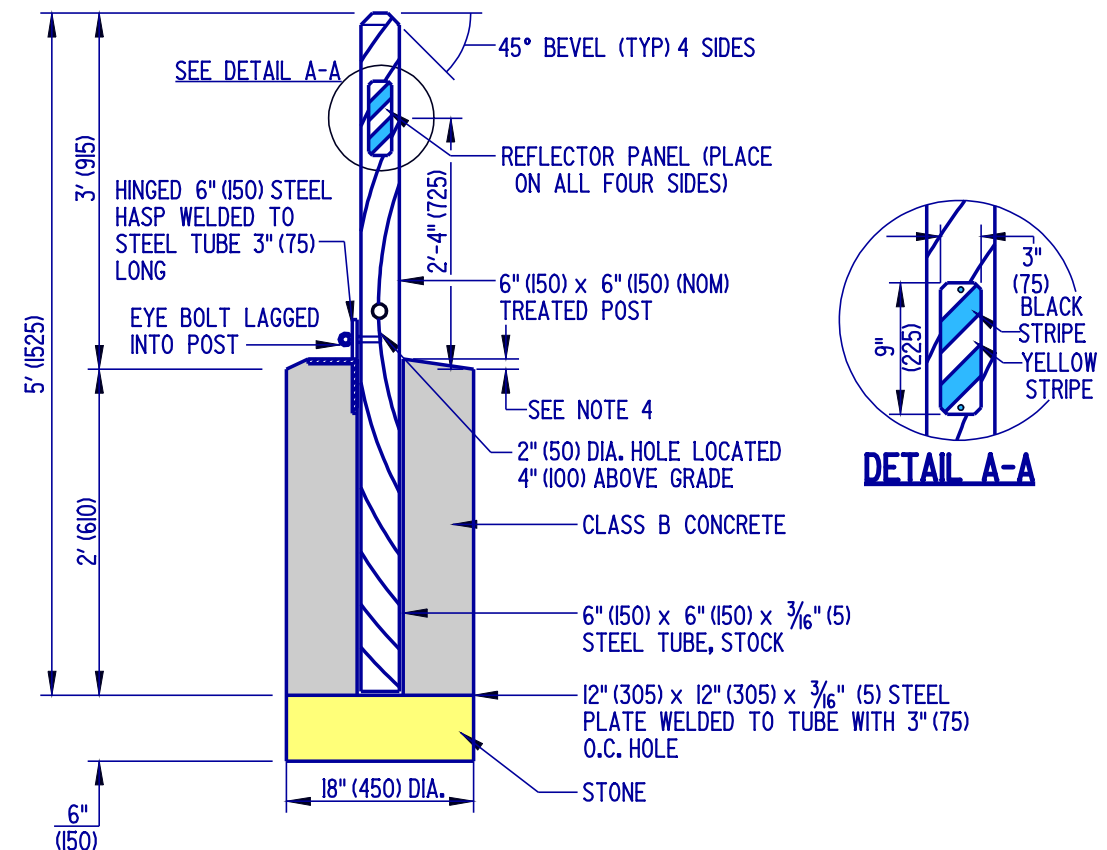
2. LETTERS AND CROSS TO BE COUNTERSUNK IN TOP OF MARKER 1/4" (6).



SHARED USE PATH INTERSECTION

NOTES:

1. THE 4" (100) CONCRETE SHARED-USE PATH SHALL BE FINISHED TO INCLUDE A TEXTURED WARNING SURFACE BY USING A JOINT STRIKE TO PRODUCE A 1/2" (12) DEEP V-JOINT AT 6" (150) O.C. PAYMENT FOR INSTALLING THE GROOVED FINISH SHALL BE INCIDENTAL TO THE SIDEWALK CONSTRUCTION.
2. FOR 8' (2450) AND 10' (3050) PATH WIDTH, THE OUTSIDE DIMENSION FROM CENTER OF BOLLARD TO EDGE OF PATH SHALL BE 2' (610) AND 3' (915) RESPECTIVELY.
3. IF THE SHARED USE PATH ENDS AT A ROADWAY, THEN DETECTABLE WARNING TRUNCATED DOMES 24" (600) LONG AND THE FULL WIDTH OF THE PATH SHALL BE INSTALLED. SEE SHEET C-2.
4. STEEL TUBE TO EXTEND 1/2" (13) ABOVE GROUND WITH CONCRETE TO SLOPE AWAY FROM TUBE TO KEEP WATER AND SEDIMENT FROM DRAINING INTO TUBE.



REMOVABLE BOLLARD



DELAWARE
DEPARTMENT OF TRANSPORTATION

BOLLARD DETAILS

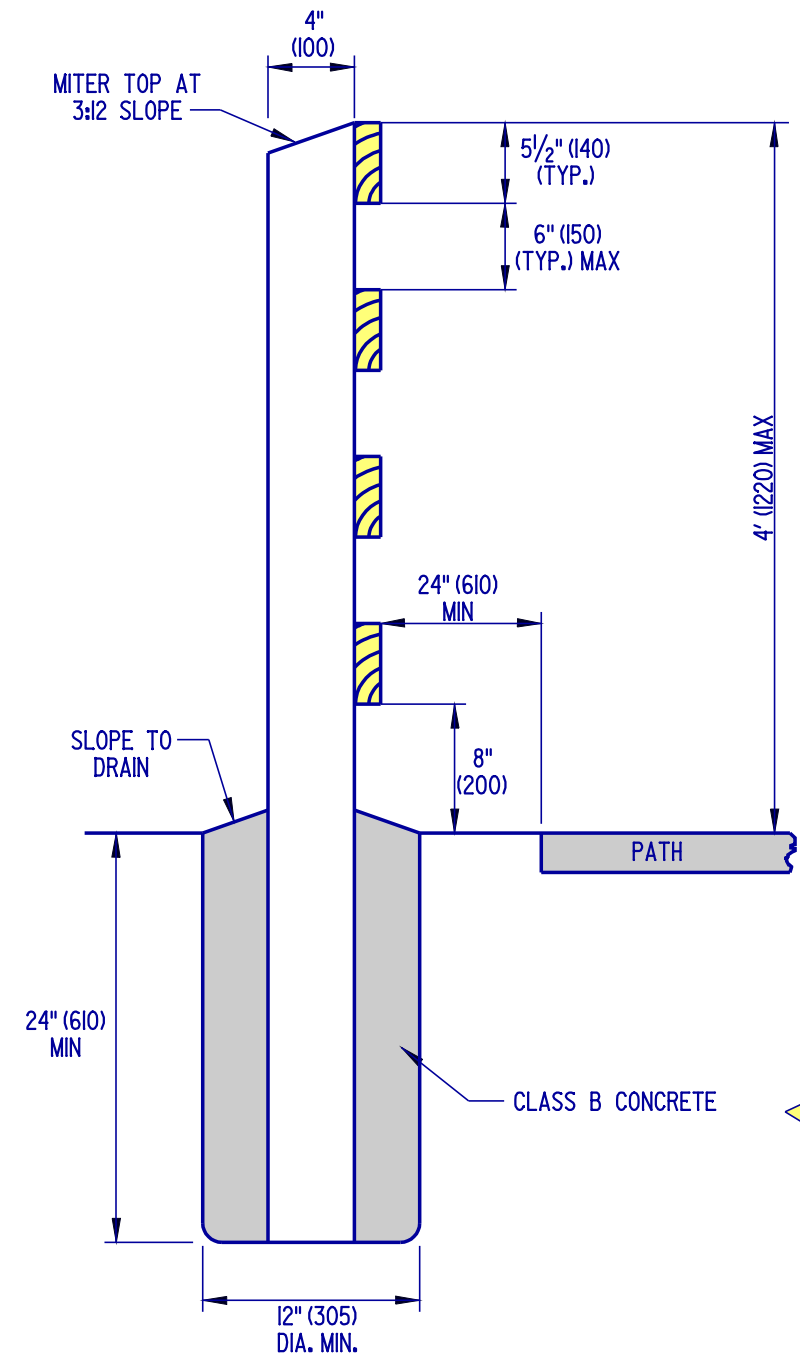
STANDARD NO. M-3 (2004)

SHT. 1 OF 1

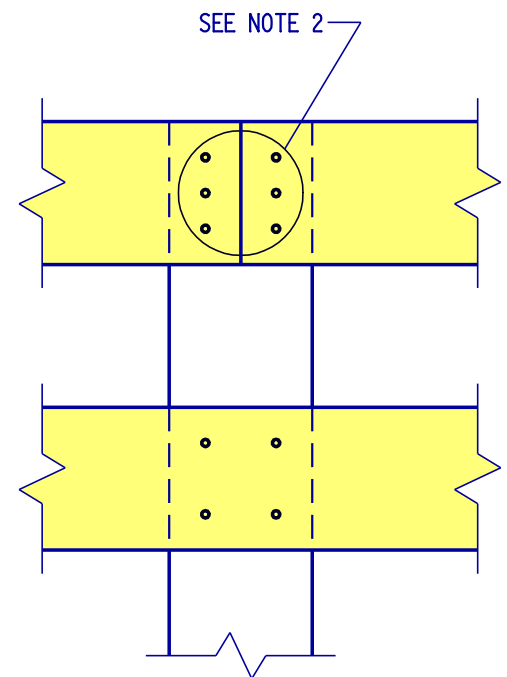
APPROVED *Carolann Wicks* 1/10/05
CHIEF ENGINEER DATE

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

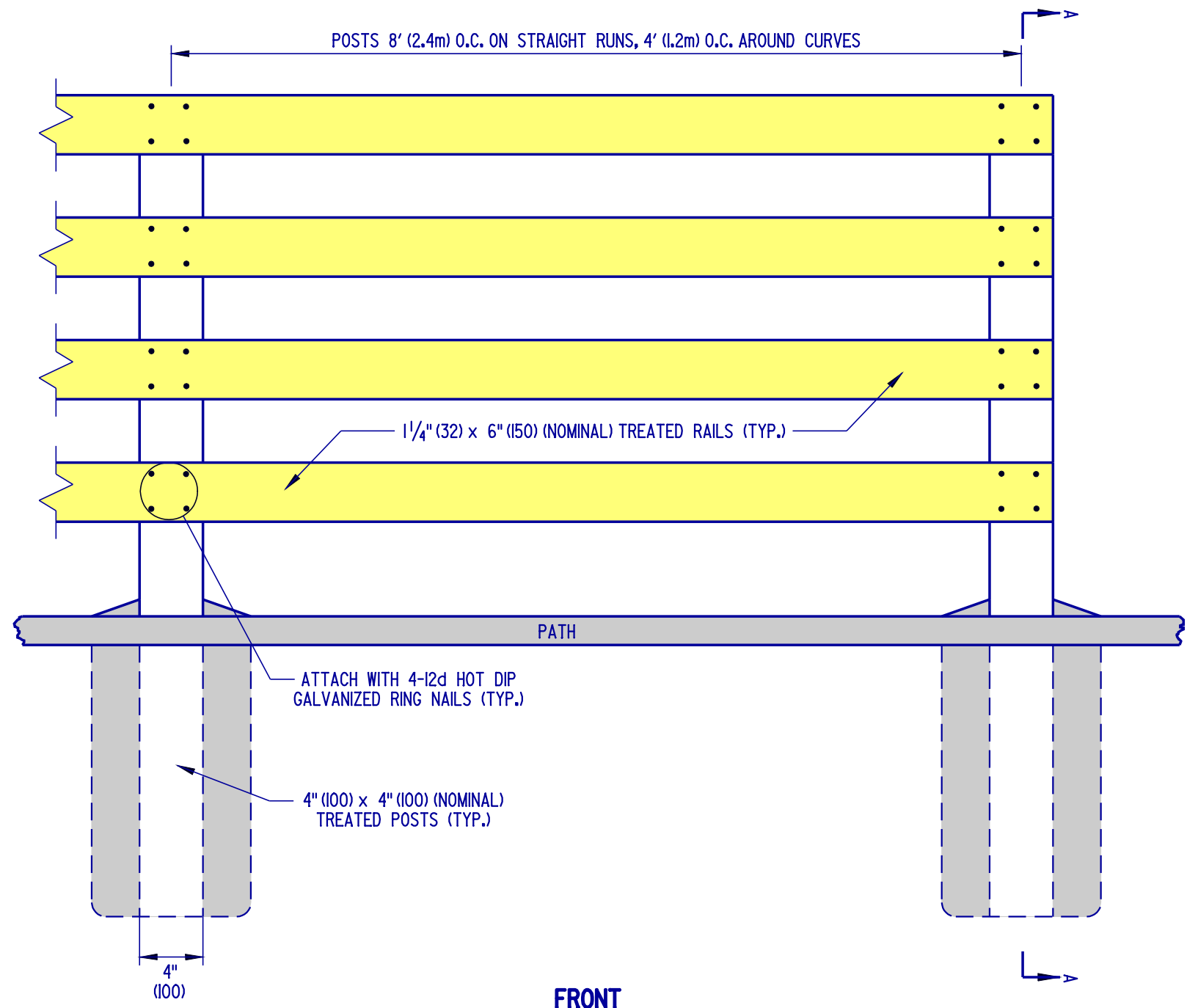
SCALE : N.T.S.



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.

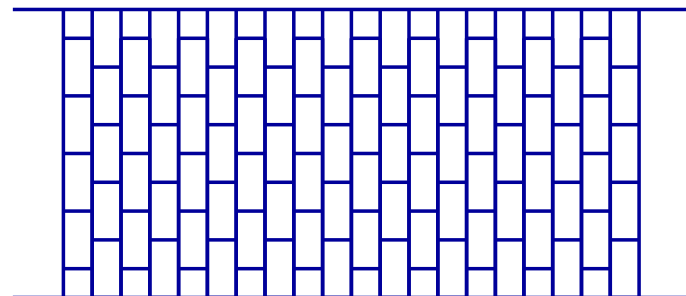


DELAWARE
DEPARTMENT OF TRANSPORTATION

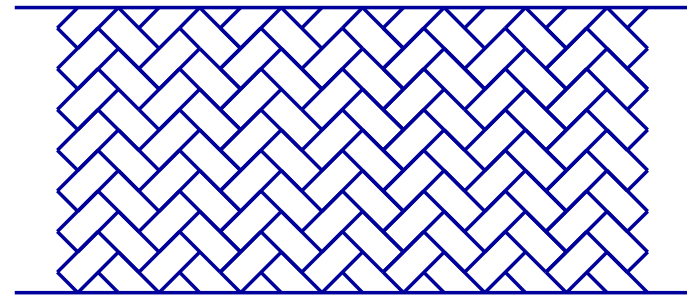
WOOD RAIL FENCE DETAILS

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



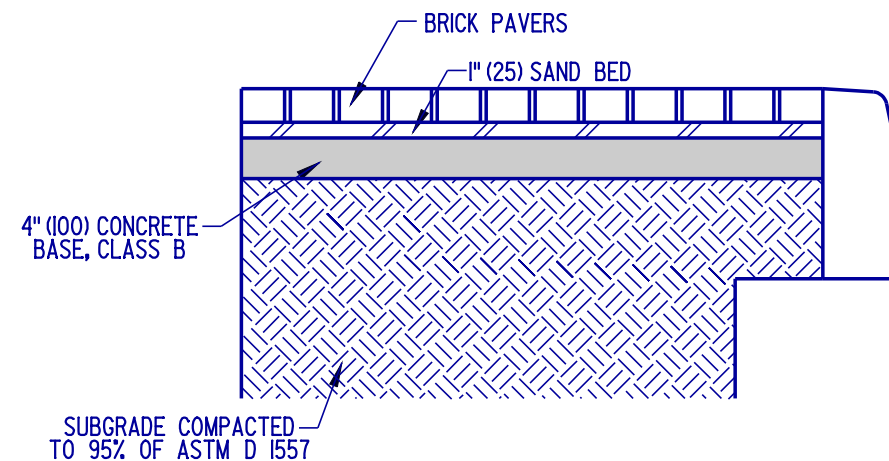
4" (100) x 8" (200) RUNNING BOND PATTERN



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)

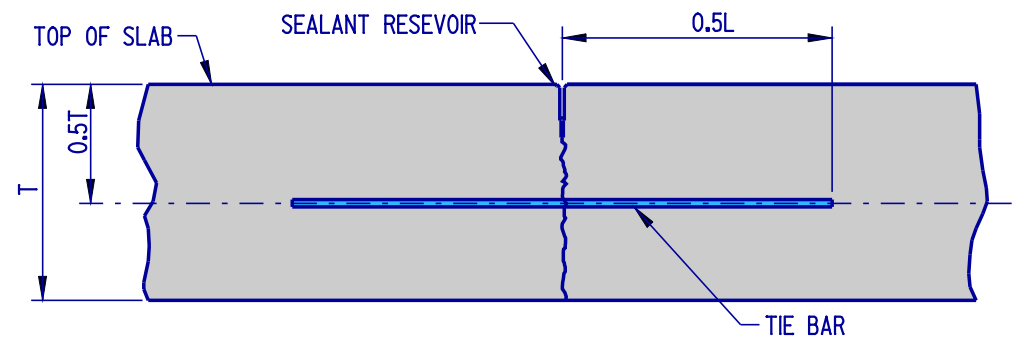
SHT. 1 OF 1

APPROVED

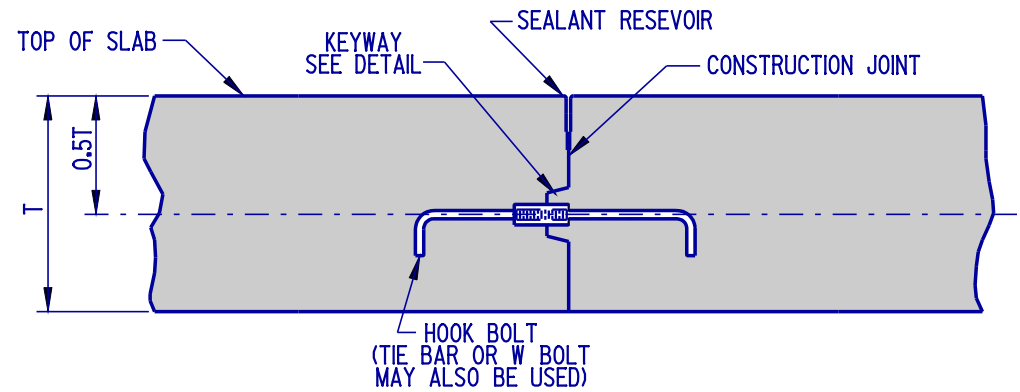
Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

RECOMMENDED

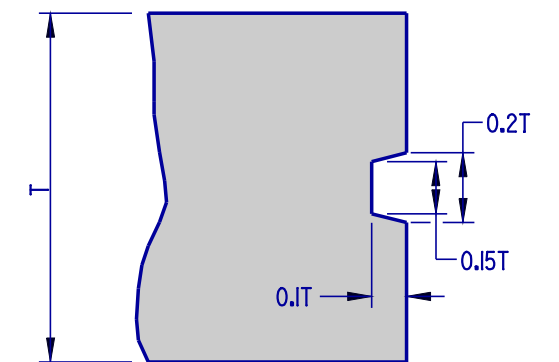
Dennis M. O'Flaherty
DESIGN ENGINEER
DATE 1/3/05



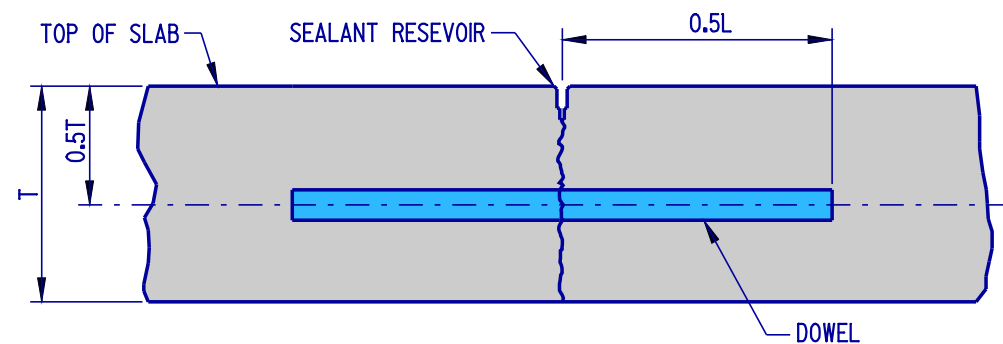
LONGITUDINAL SAW-CUT JOINT DETAIL



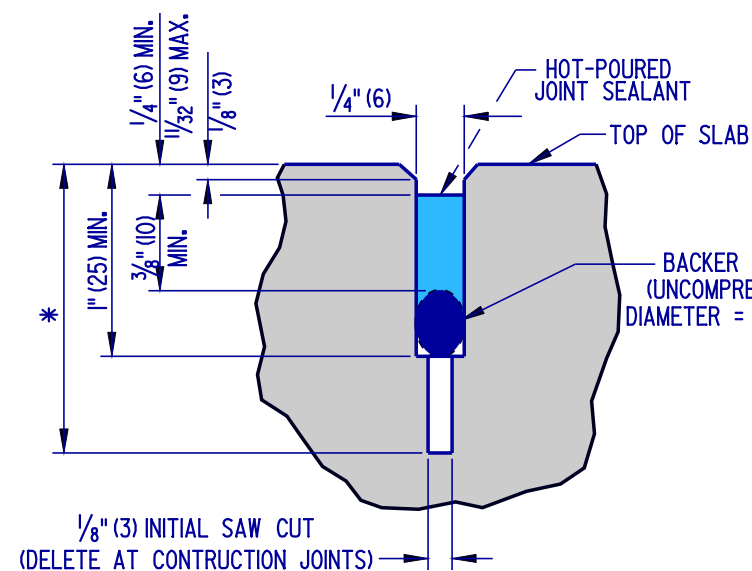
LONGITUDINAL CONSTRUCTION JOINT DETAIL



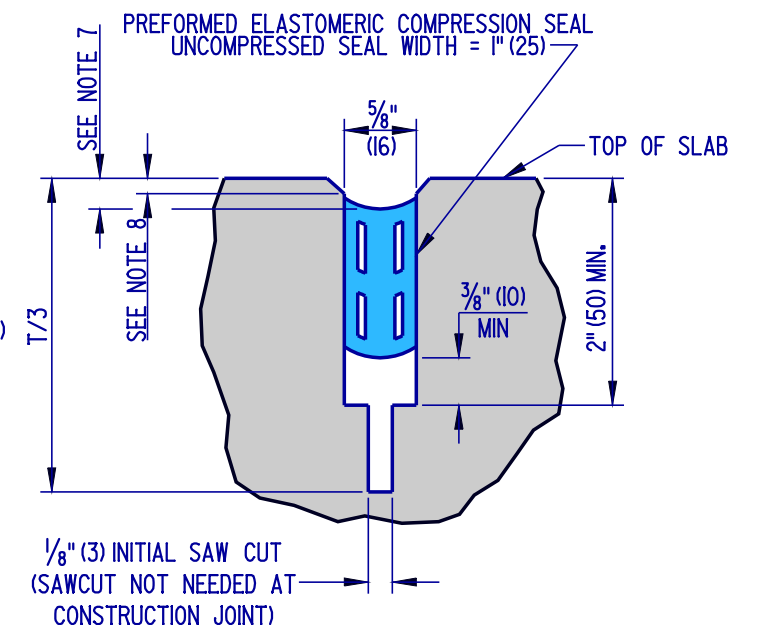
KEYWAY DETAIL



TRANSVERSE SAW-CUT JOINT DETAIL



**SEALANT DETAIL-
LONGITUDINAL JOINT**



**SEALANT DETAIL-
TRANSVERSE JOINT**

* - 0.3T (10\"/>

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\"/>

JOINT AND SEALANT DETAILS



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

STANDARD NO. P-1 (2004)

P.C.C. PAVEMENT

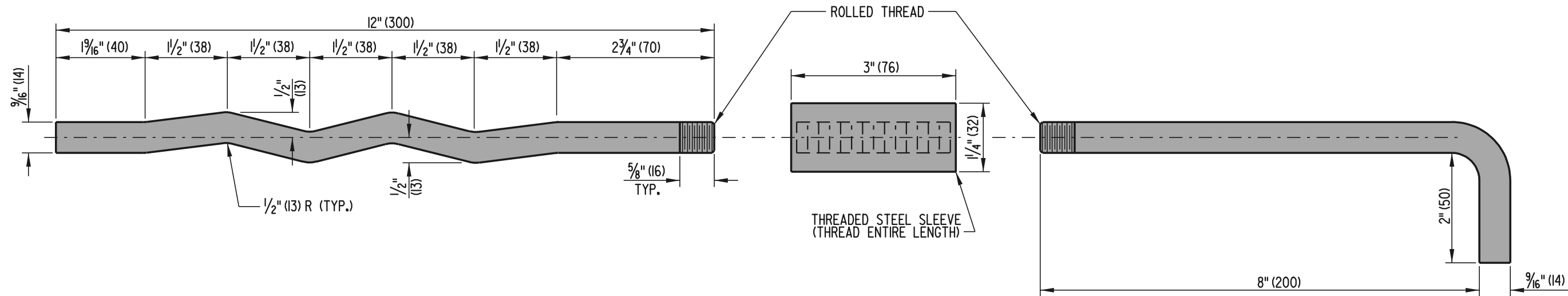
SHT. 2 OF 5

APPROVED

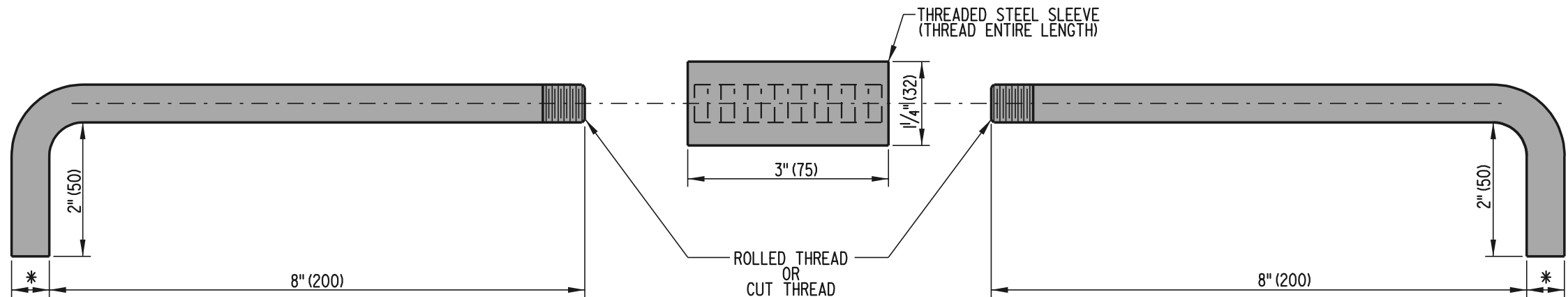
Carolann Wick 1/10/05
CHIEF ENGINEER DATE

RECOMMENDED

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

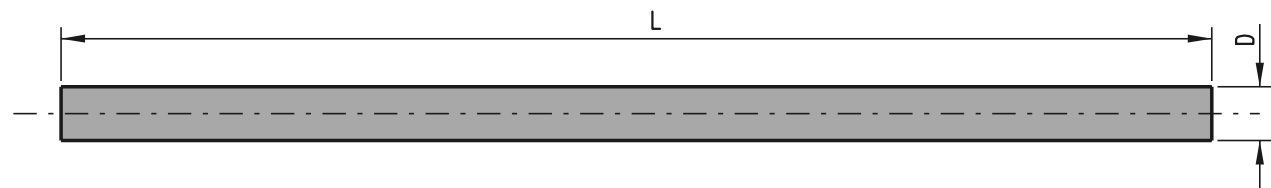


W BOLT



HOOK BOLT

* -11/16" (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) |

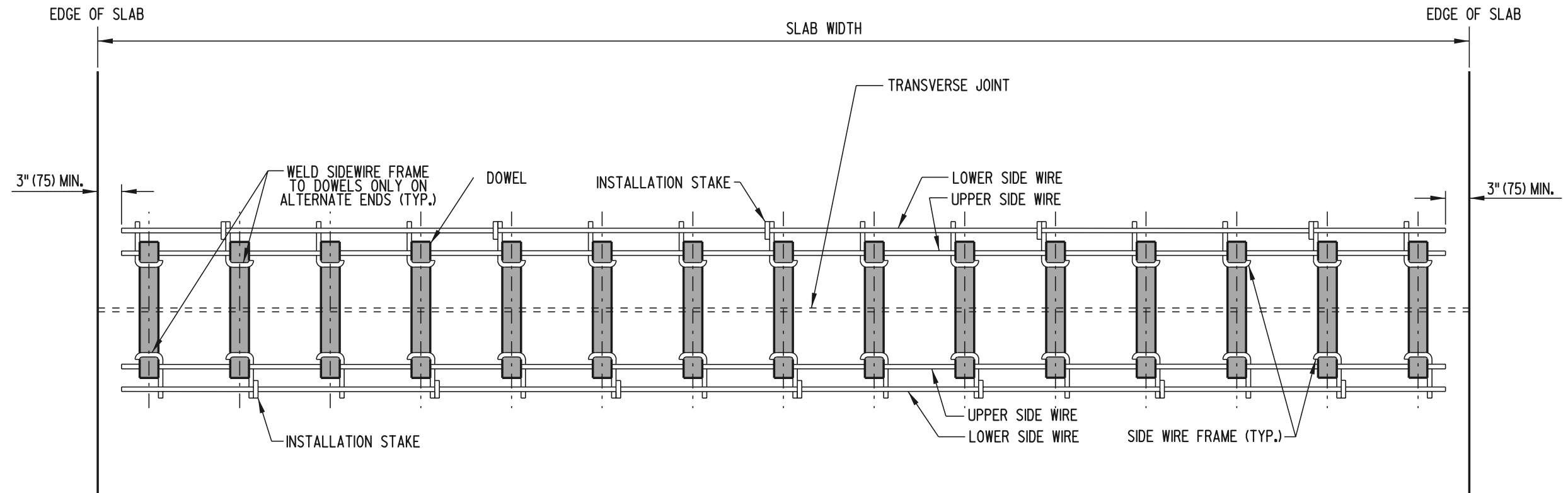


DELAWARE
DEPARTMENT OF TRANSPORTATION

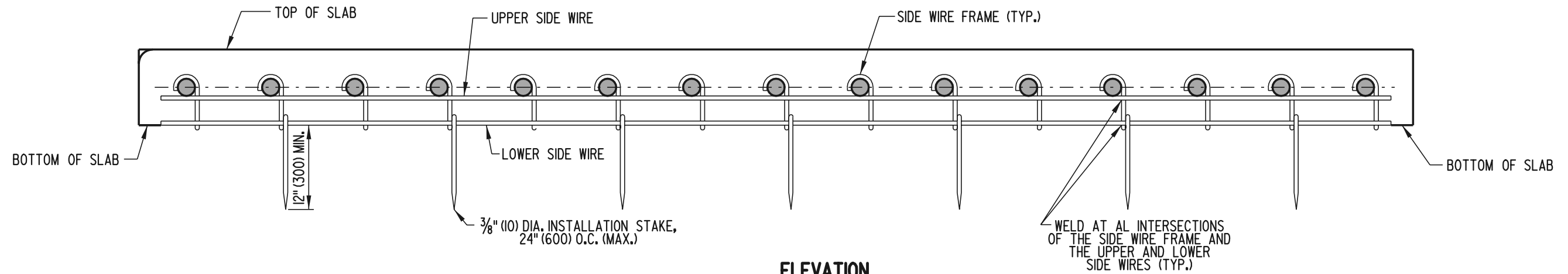
P.C.C. PAVEMENT
STANDARD NO. P-1 (2001) SHT. 3 OF 5

APPROVED *Ryan M. Harkness* 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)

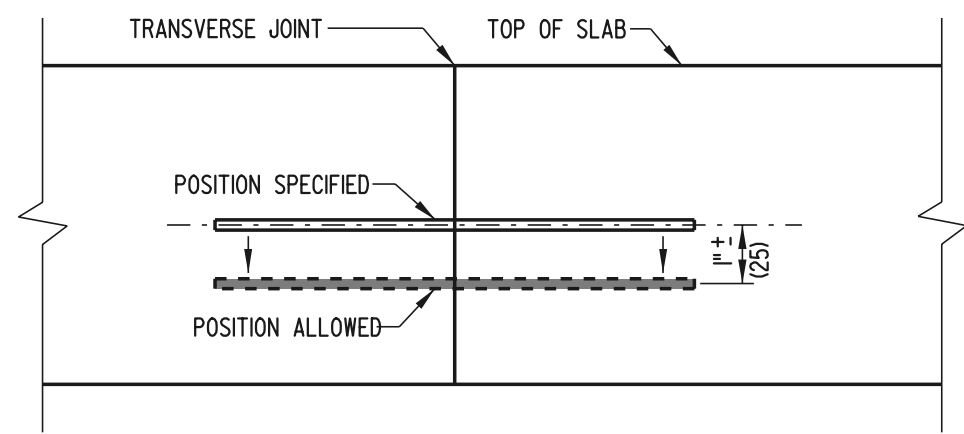
SHT. 4 OF 5

APPROVED

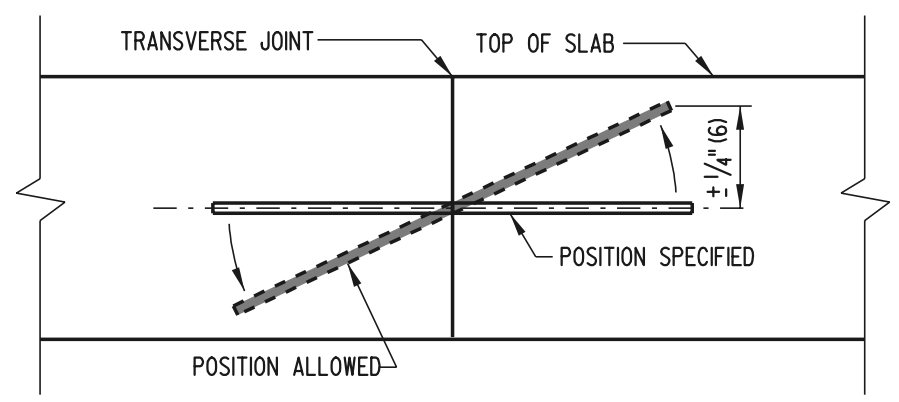
Ryan M. Harkness **6/18/01**
CHIEF ENGINEER DATE

RECOMMENDED

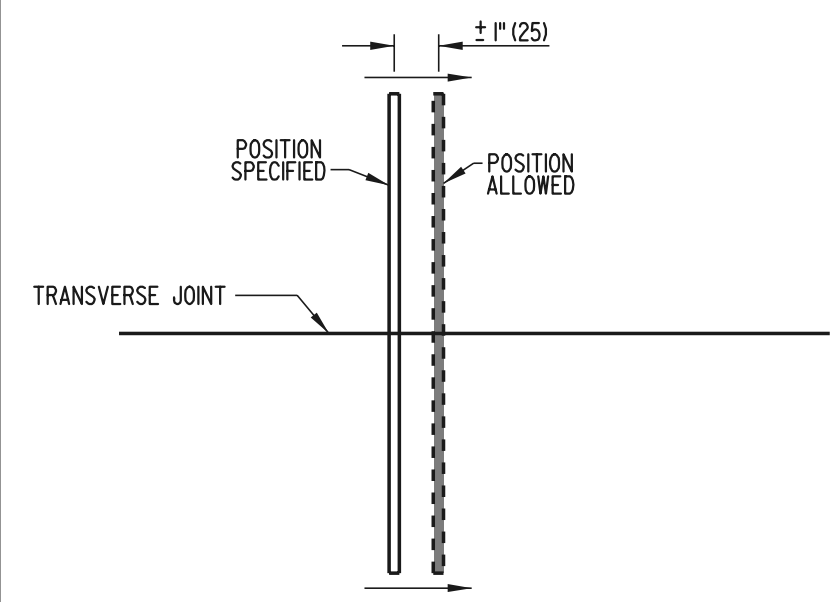
Mehal Alghamdi **6/18/01**
DESIGN ENGINEER DATE



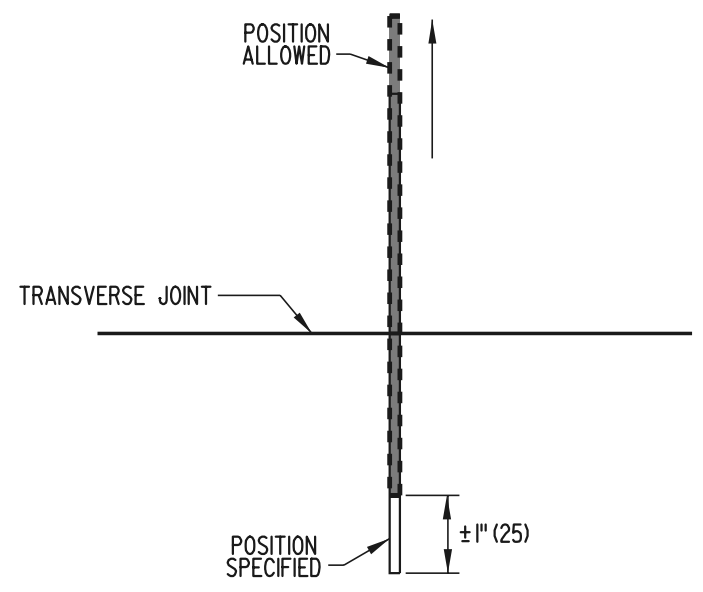
VERTICAL TRANSLATION



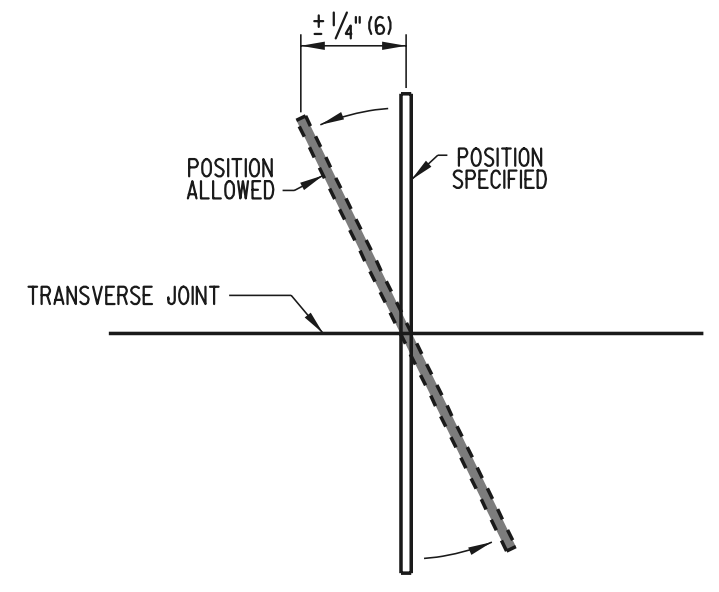
VERTICAL ROTATION



HORIZONTAL TRANSLATION




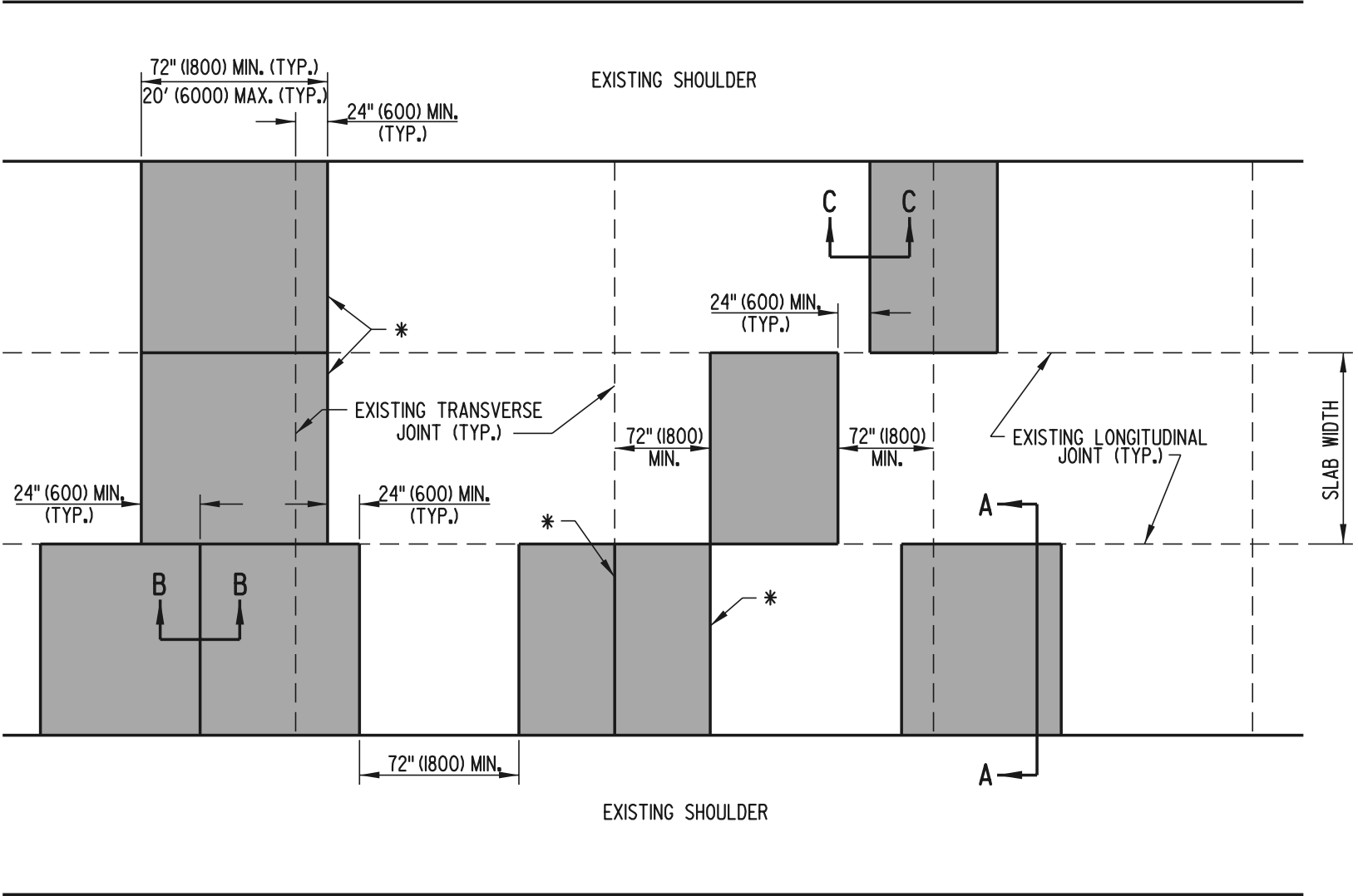
LONGITUDINAL TRANSLATION



HORIZONTAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES

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



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



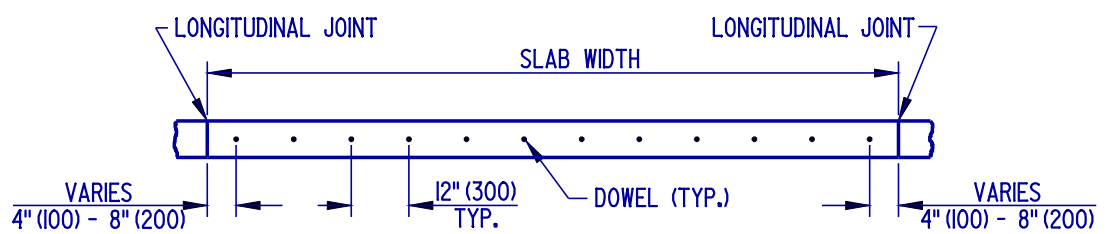
DELAWARE
DEPARTMENT OF TRANSPORTATION

P.C.C. PAVEMENT PATCHING

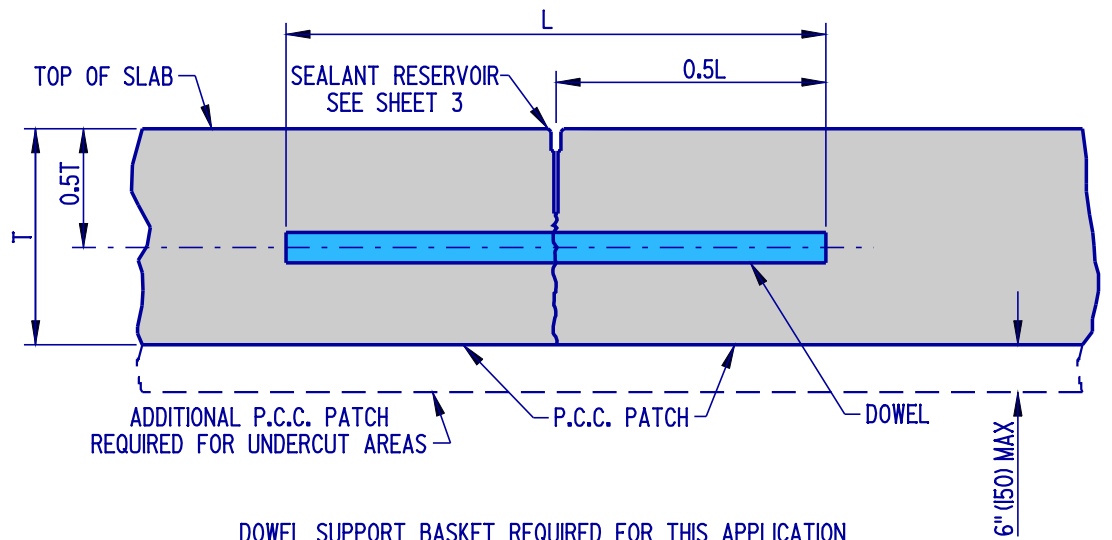
STANDARD NO. P-2 (2001)

SHT. 1 OF 5

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



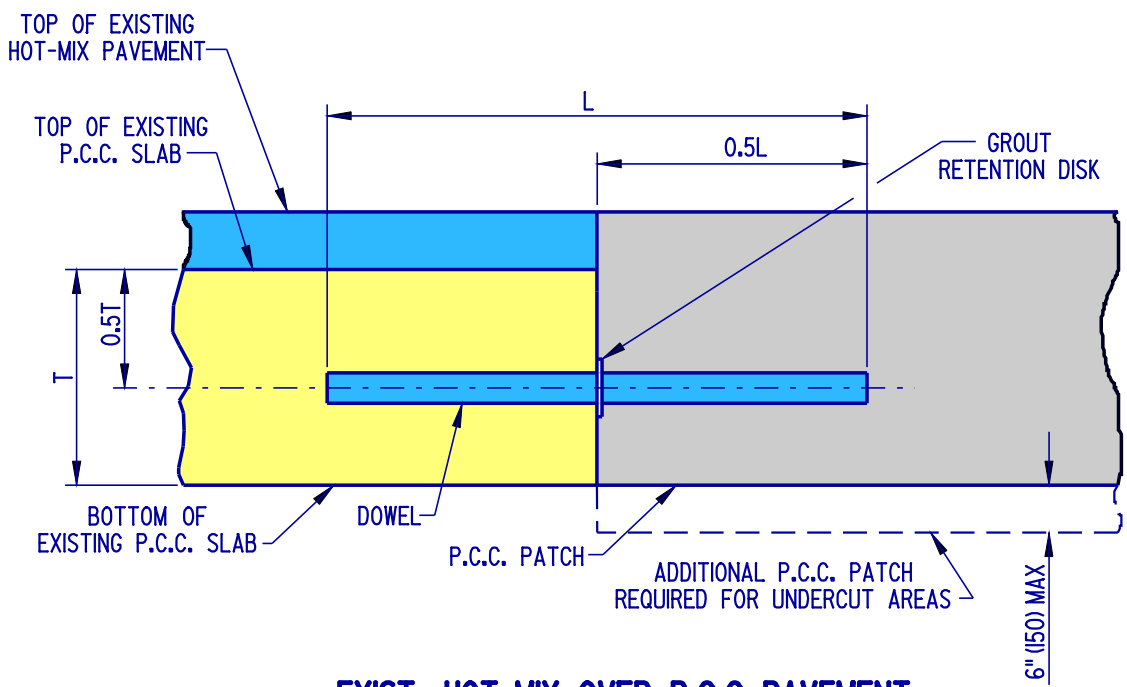
SECTION A-A



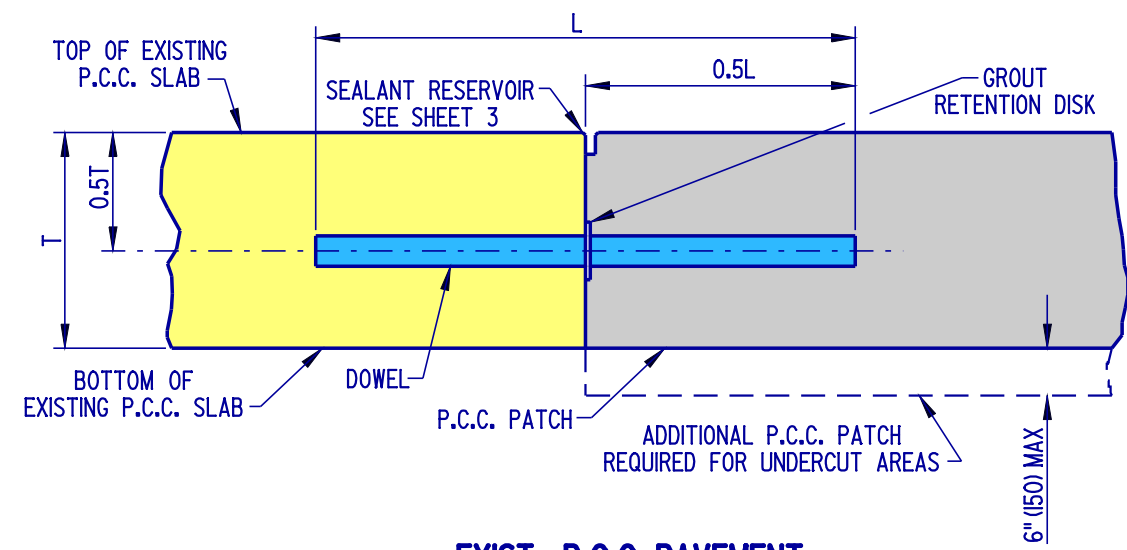
DOWEL SUPPORT BASKET REQUIRED FOR THIS APPLICATION
(REFER TO STANDARD CONSTRUCTION DETAIL FOR P.C.C. PAVEMENT.)

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

STANDARD NO. P-2 (2004)

P.C.C.PAVEMENT PATCHING

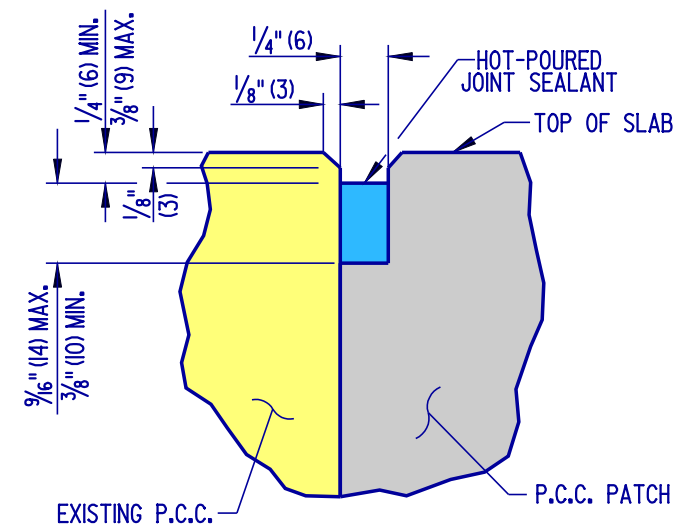
SHT. 2 OF 5

APPROVED

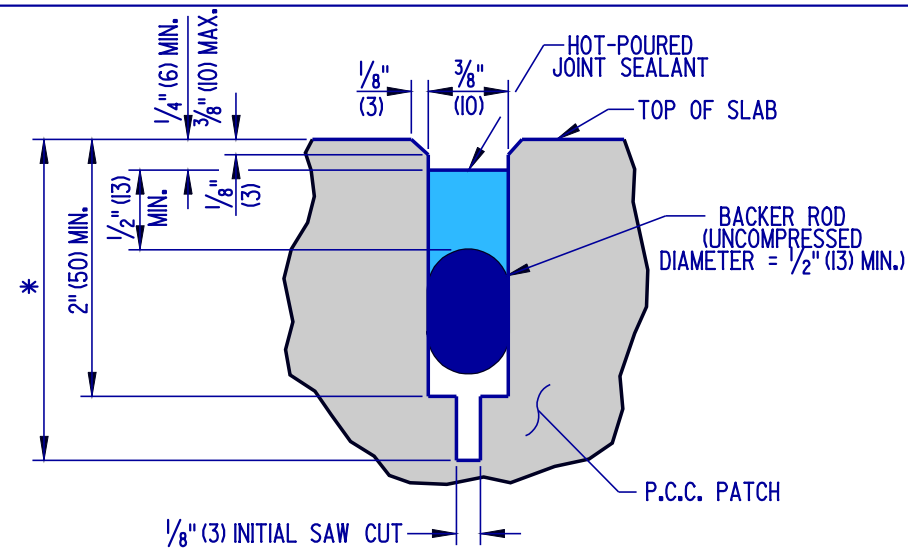
Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

RECOMMENDED

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

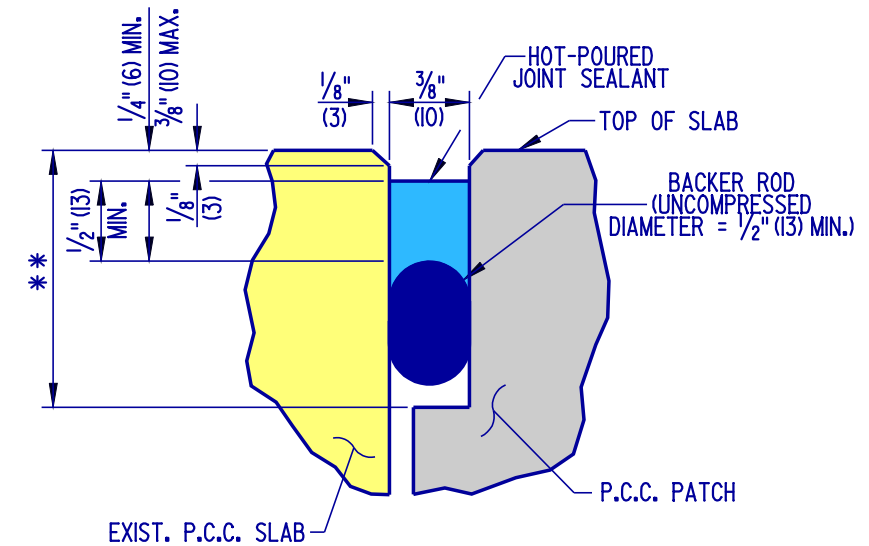


**SEALANT DETAIL-
LONGITUDINAL JOINT**



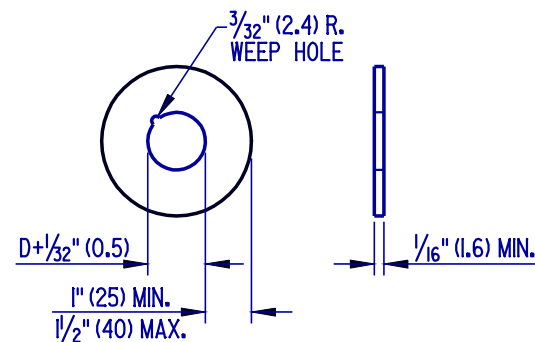
* - 0.3T (T < 10" (250) P.C.C. PAVEMENT)
0.4T (T > 10" (250) P.C.C. PAVEMENT)

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



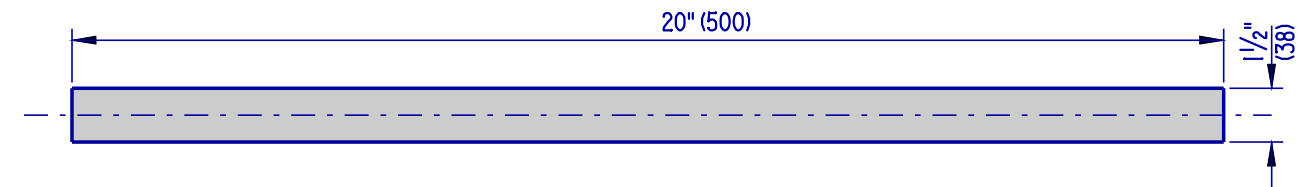
** - 2" (50) MIN. WITH BACKER ROD
5/8" (16) MIN. WITH BOND BREAKER TAPE

**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)

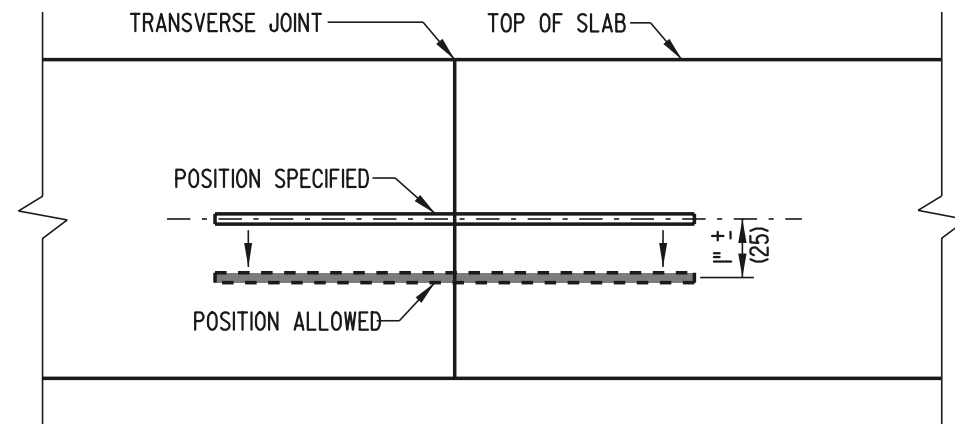
SHT. 3 OF 5

APPROVED

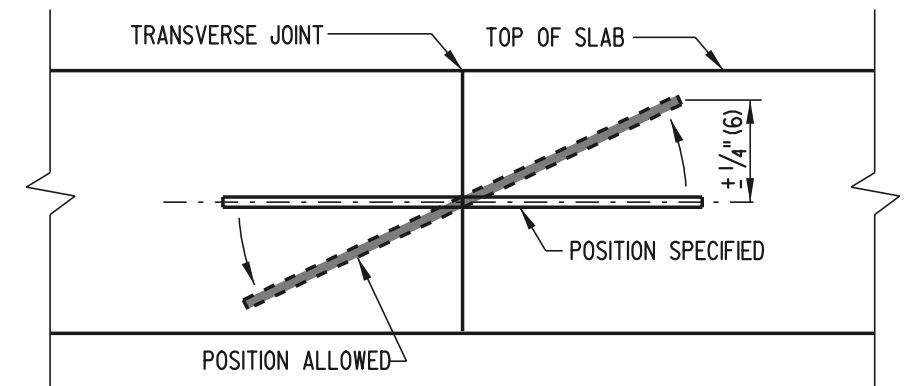
Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

RECOMMENDED

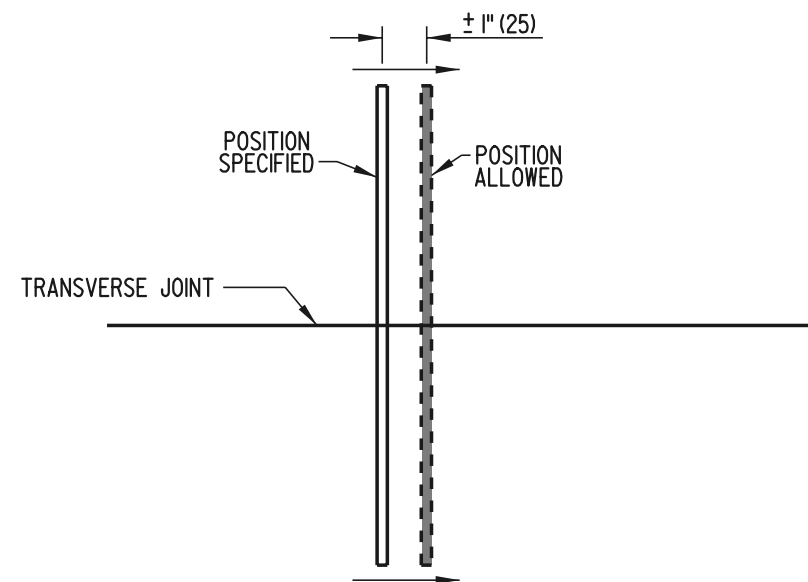
Dennis M. O'Flaherty
DESIGN ENGINEER
DATE 1/13/05



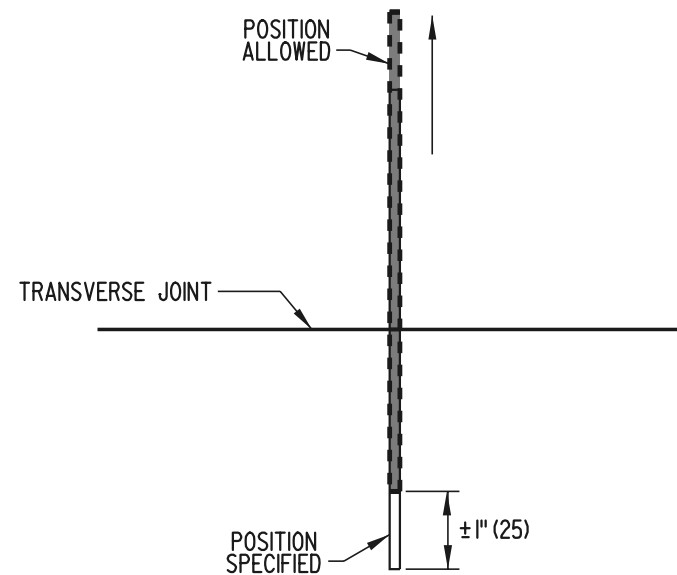
VERTICAL TRANSLATION



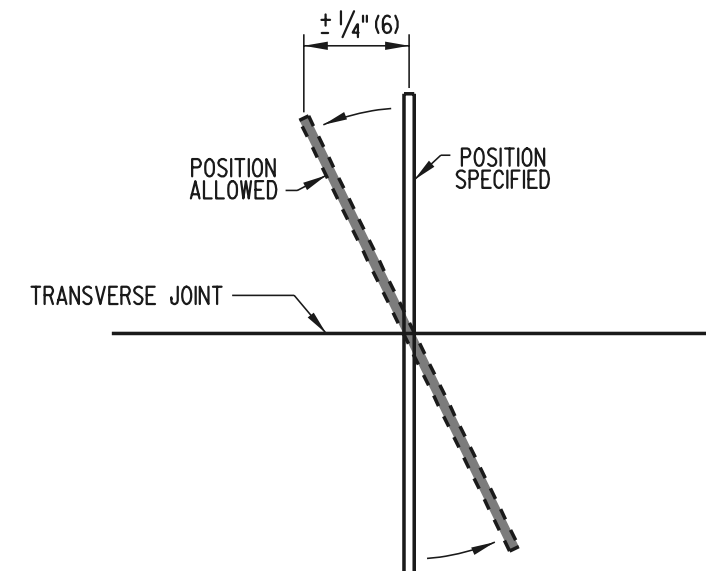
VERTICAL ROTATION



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)

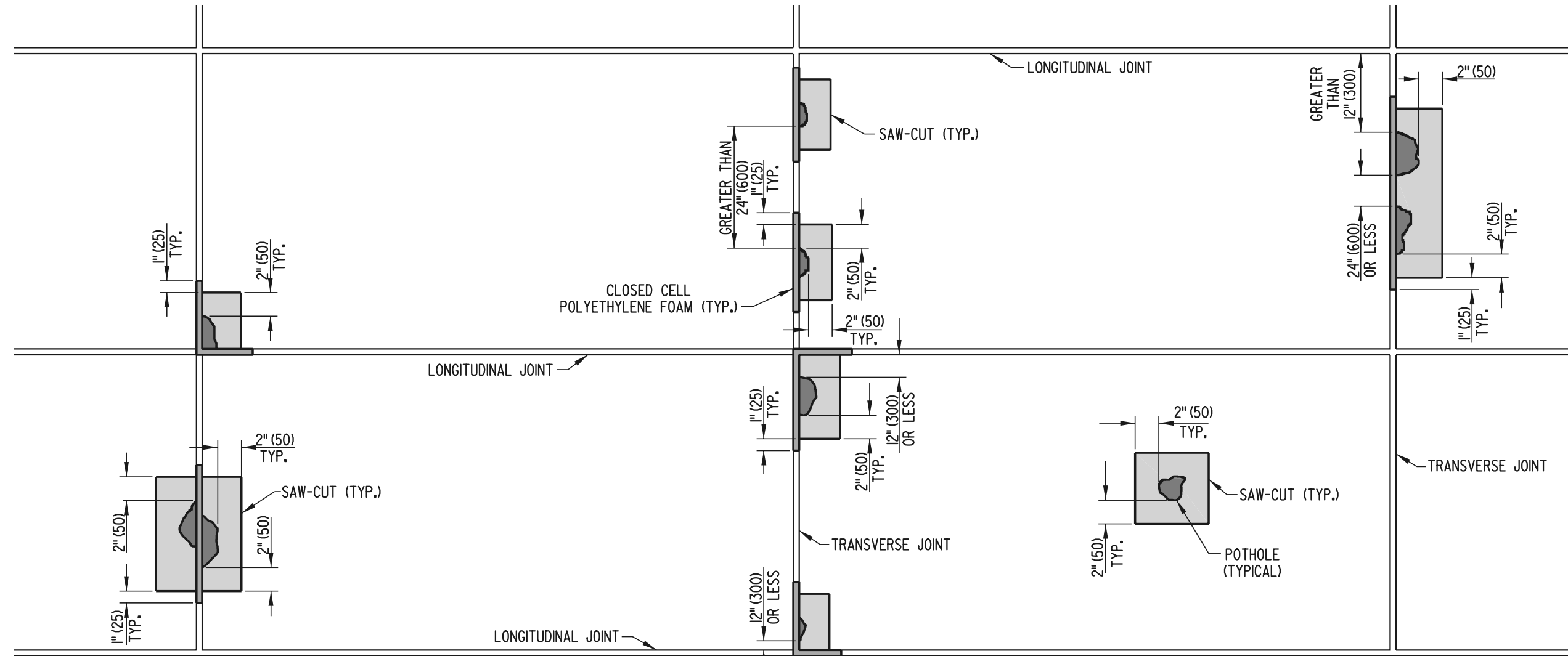
SHT. 4 OF 5

APPROVED

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

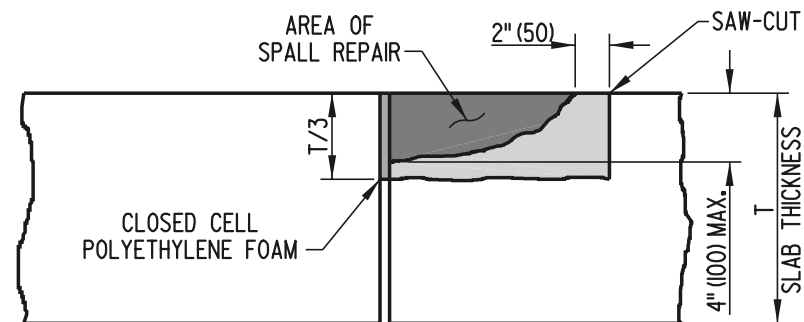
RECOMMENDED

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

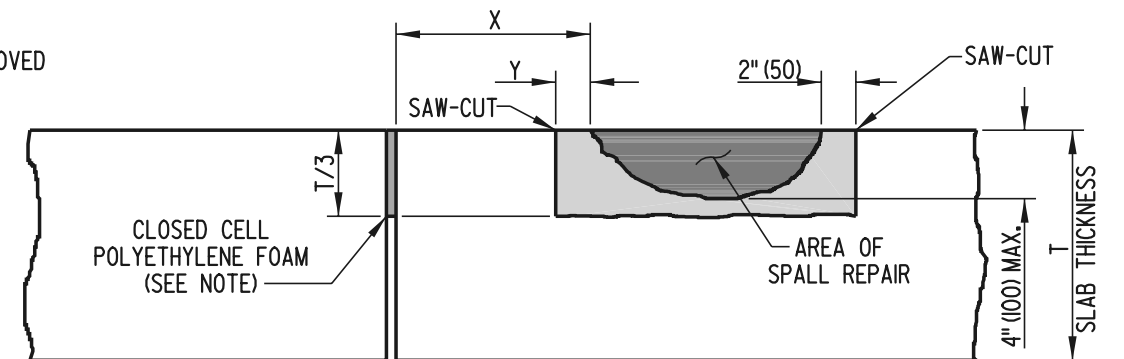


PLAN

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**

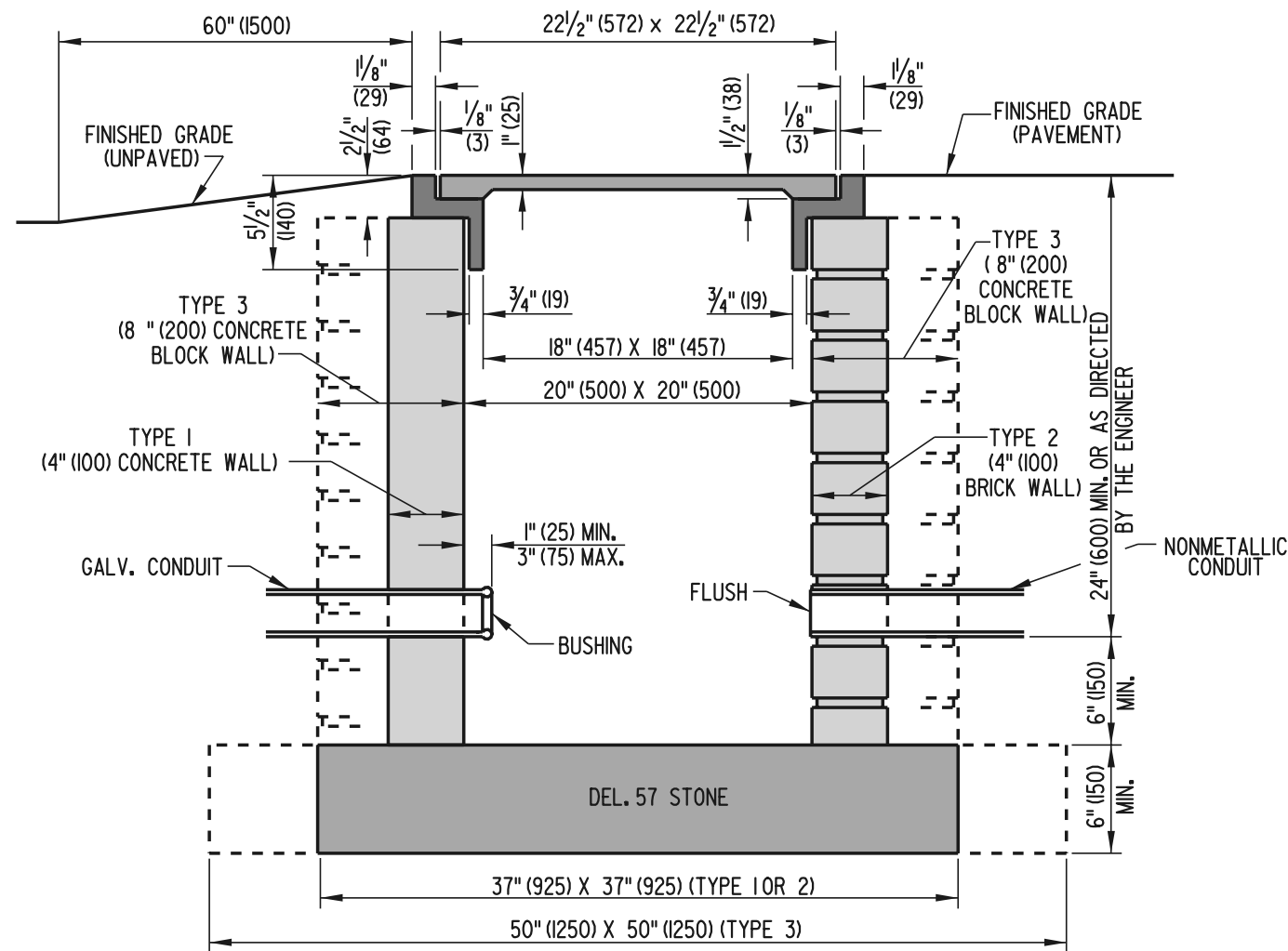
P.C.C. PAVEMENT PATCHING

STANDARD NO. P-2 (2001)

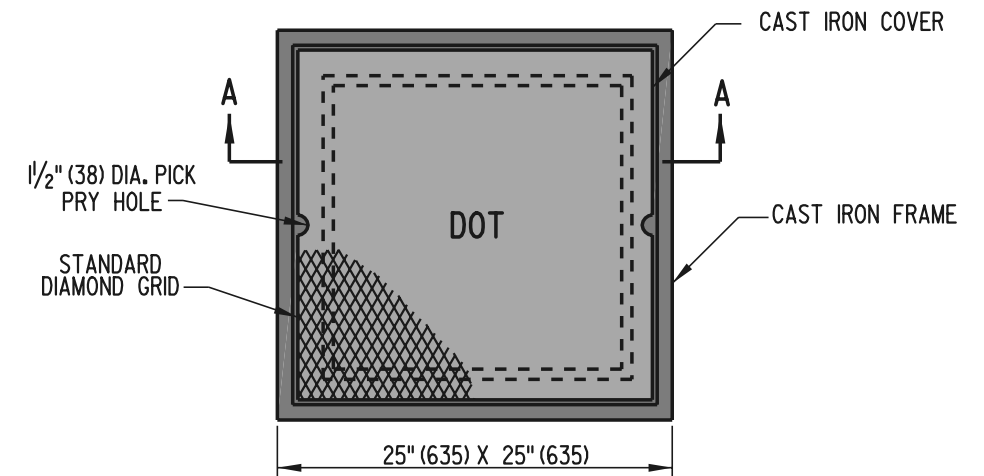
SHT. 5 OF 5

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

RECOMMENDED *Michael P. Galt* **6/18/01**
DESIGN ENGINEER DATE



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



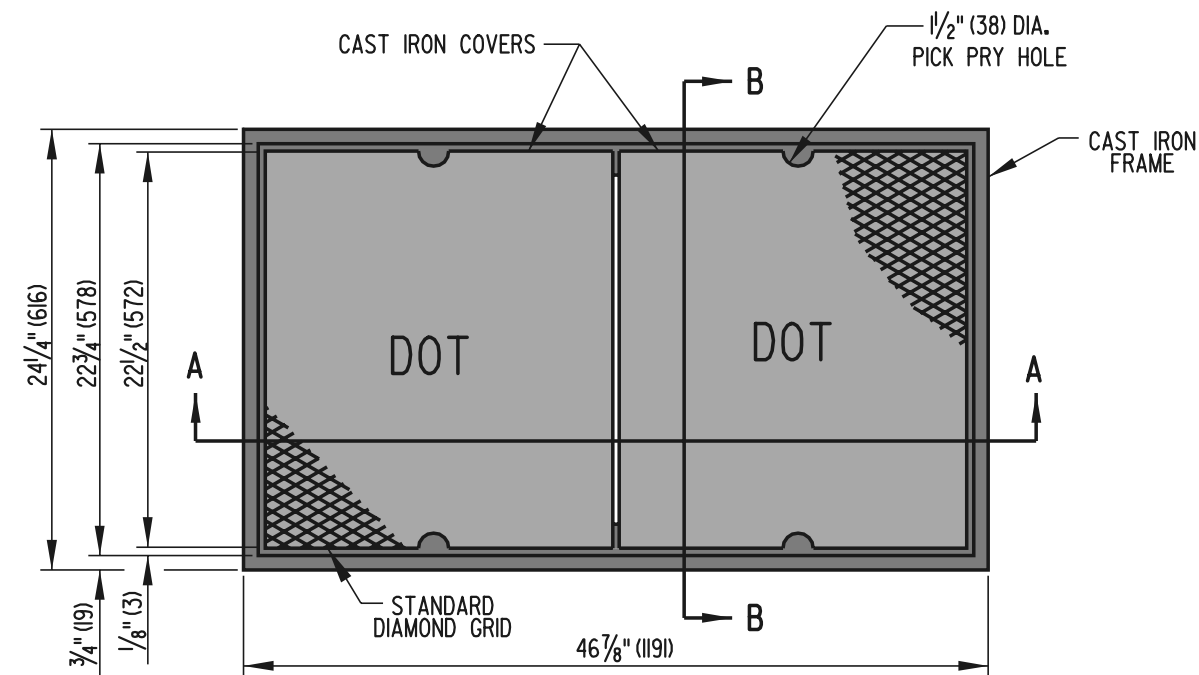
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

CONDUIT JUNCTION WELL, TYPES 1, 2, AND 3

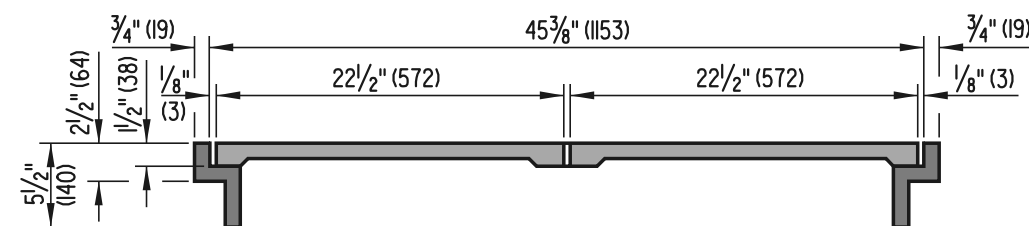
STANDARD NO. T-1 (2002)

SHT. 1 OF 1

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

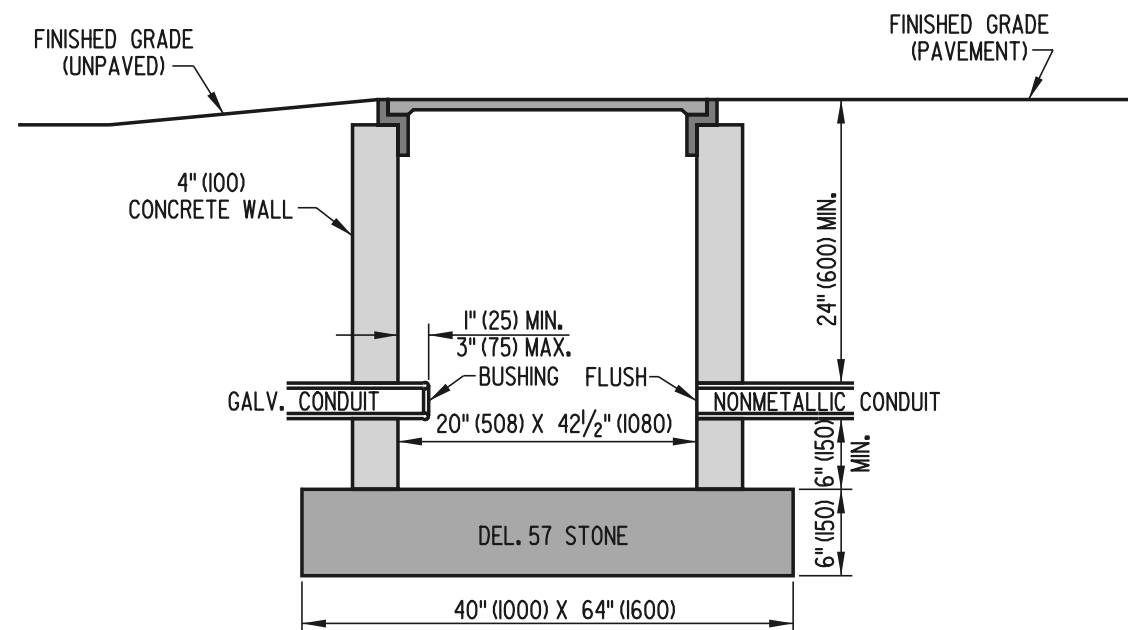


PLAN VIEW



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

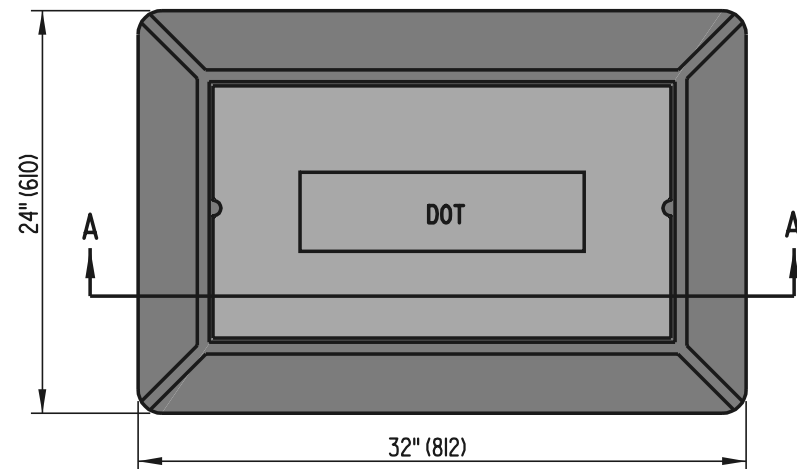
Caudam Wicks
CHIEF ENGINEER

9/6/02
DATE

RECOMMENDED

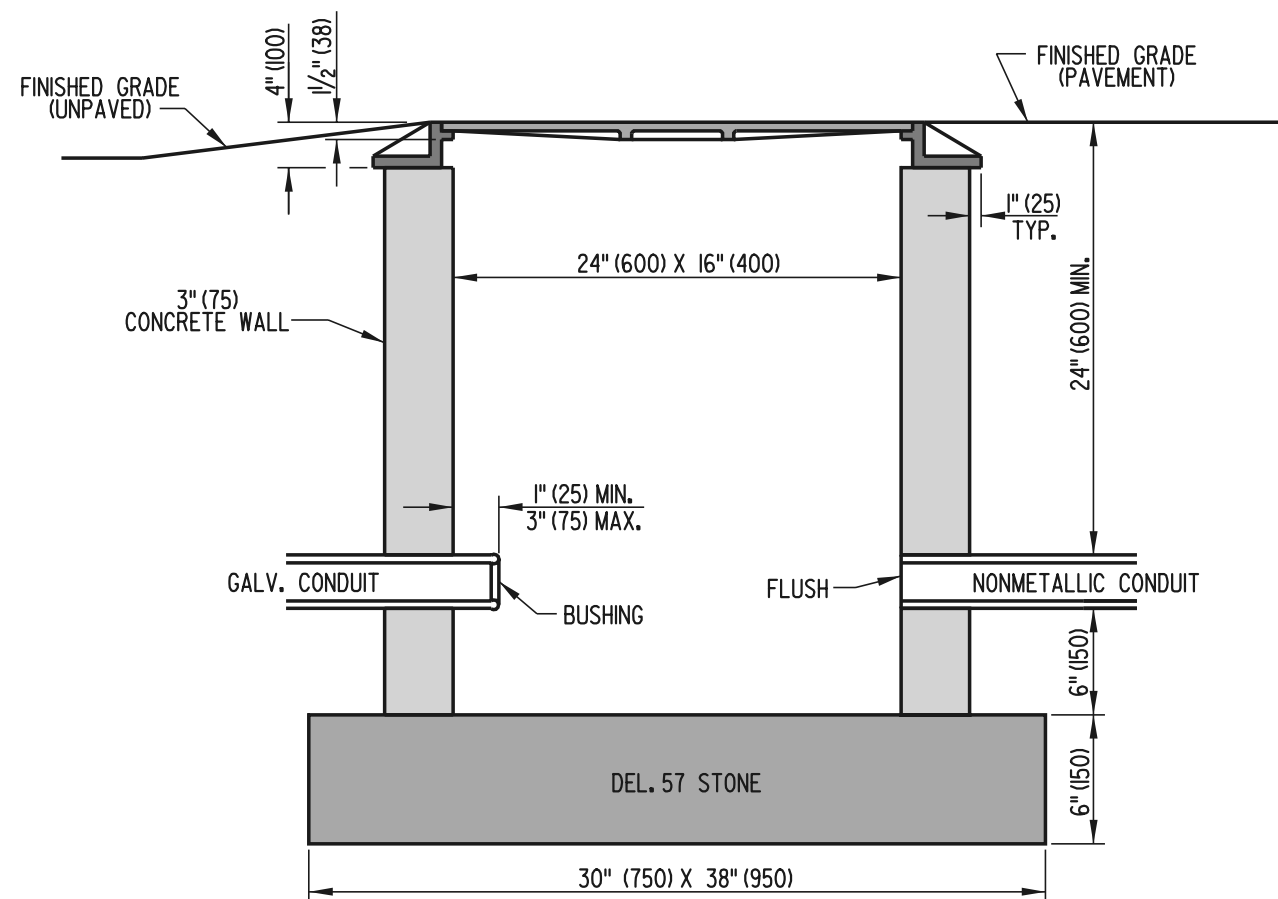
Theresa Delph
DESIGN ENGINEER

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

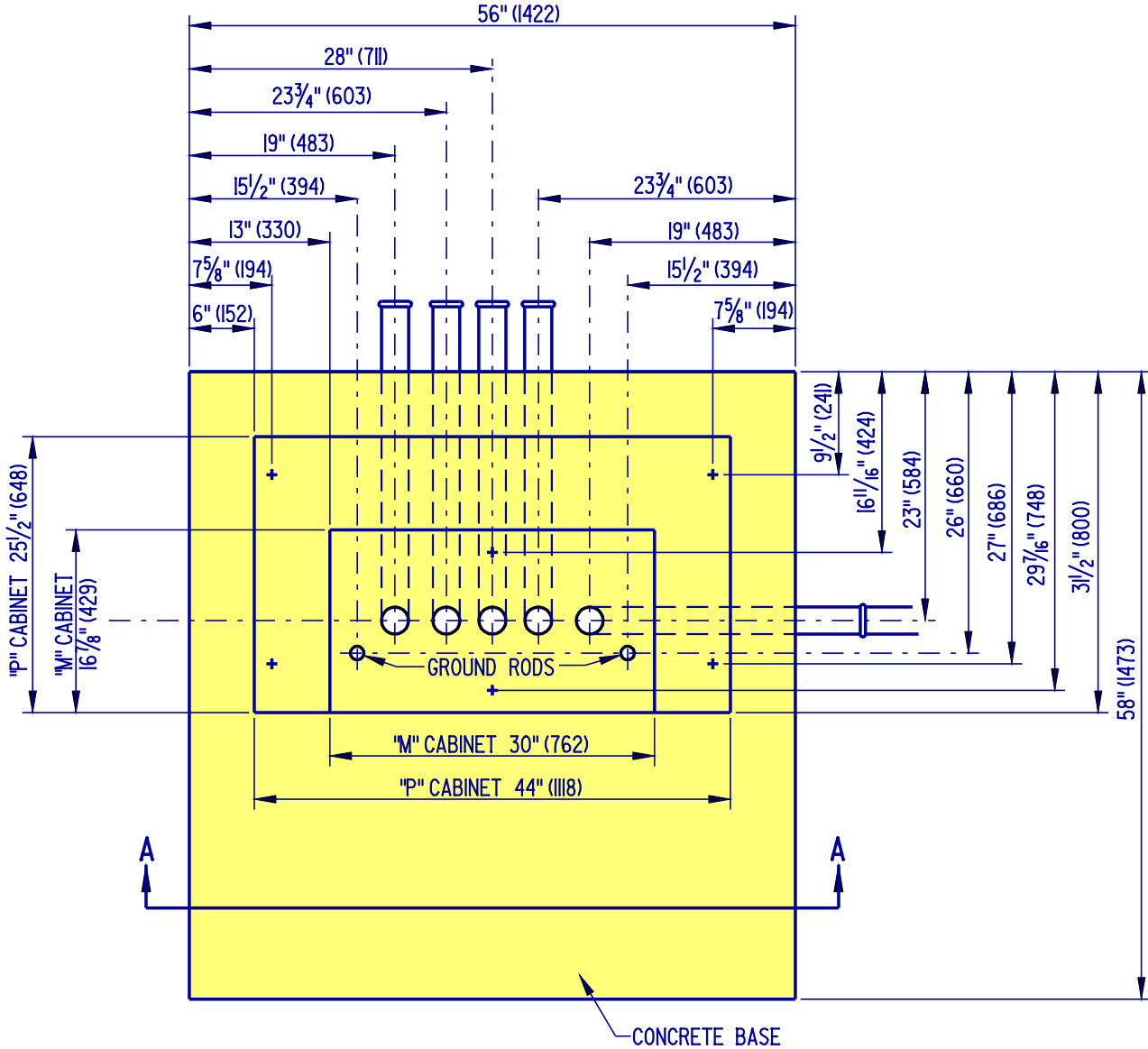
APPROVED

Caroleen Wicks 9/6/02
CHIEF ENGINEER DATE

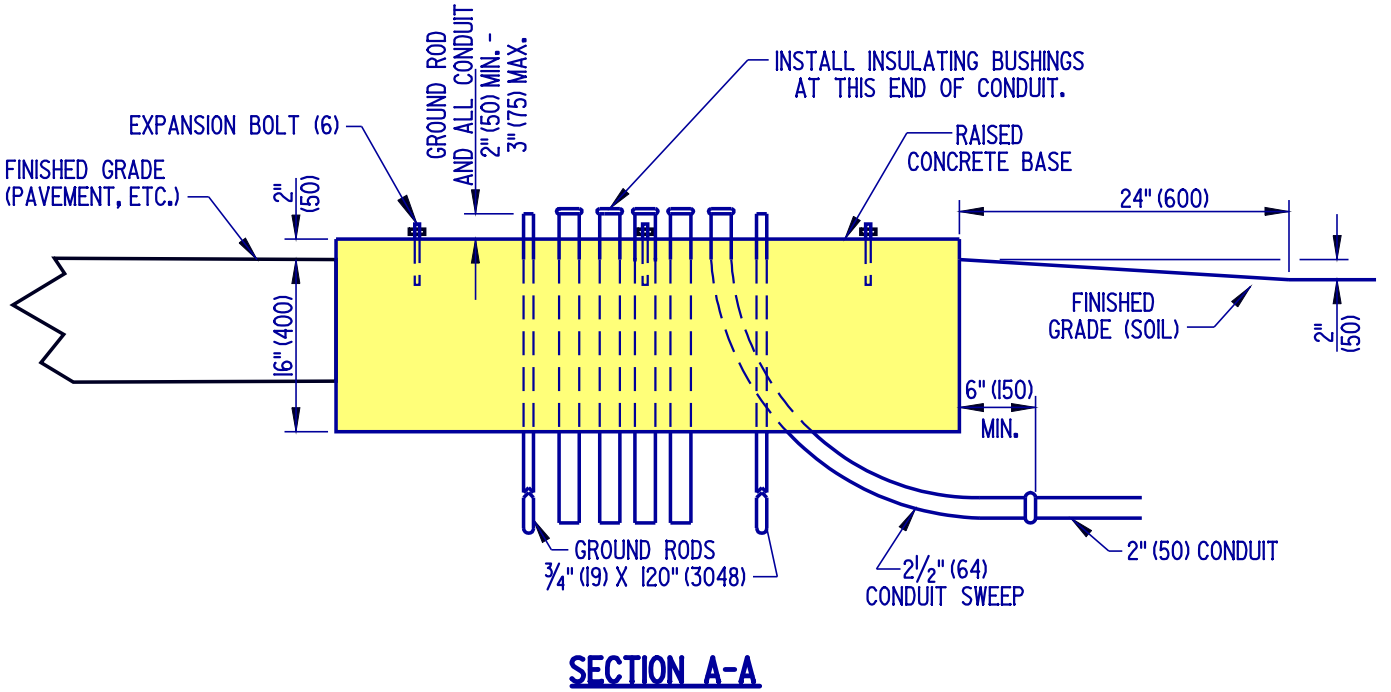
RECOMMENDED

Theresa Delph 8/19/02
DESIGN ENGINEER DATE

SCALE : N.T.S.



PLAN VIEW



SECTION A-A

CONCRETE CABINET BASE

PLAN SYMBOL

| | |
|---|----|
| | CA |
| P | |



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

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

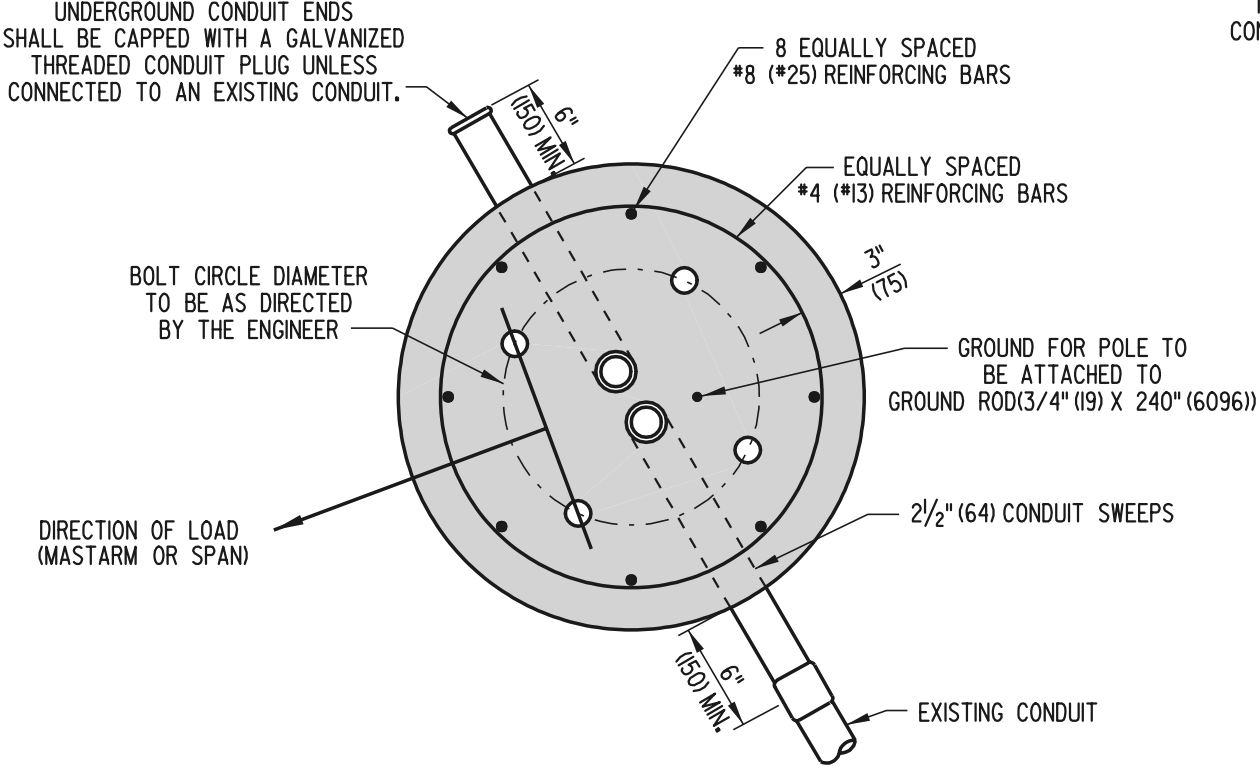
STANDARD NO. T-4 (2004)

SHT. 1 OF 1

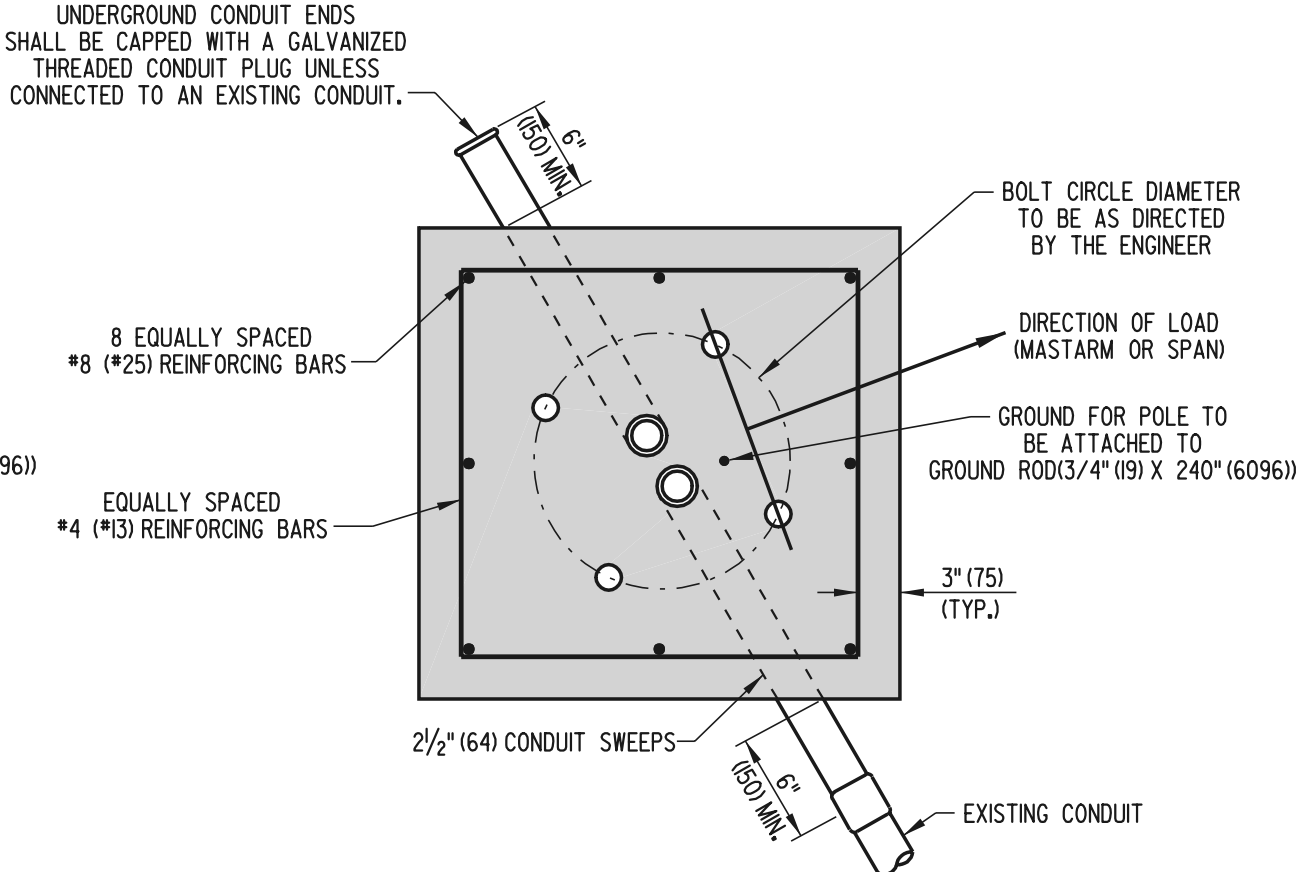
APPROVED Carolann Wachs 1/10/05
CHIEF ENGINEER DATE

RECOMMENDED Jennie M. Ojha 1/3/05
DESIGN ENGINEER DATE

09/24/2004



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

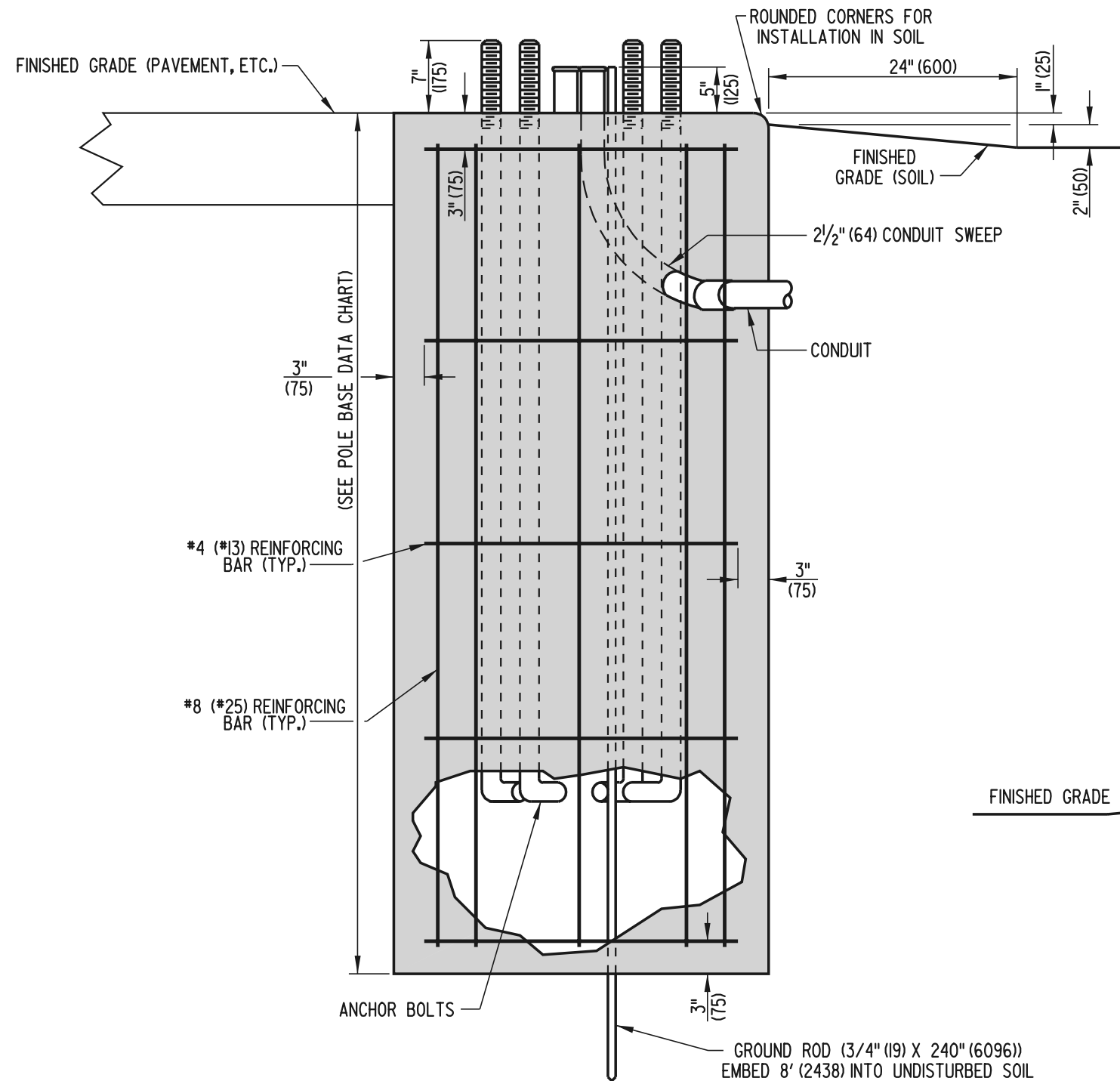
APPROVED

Caroleen Wicks 9/6/02
CHIEF ENGINEER DATE

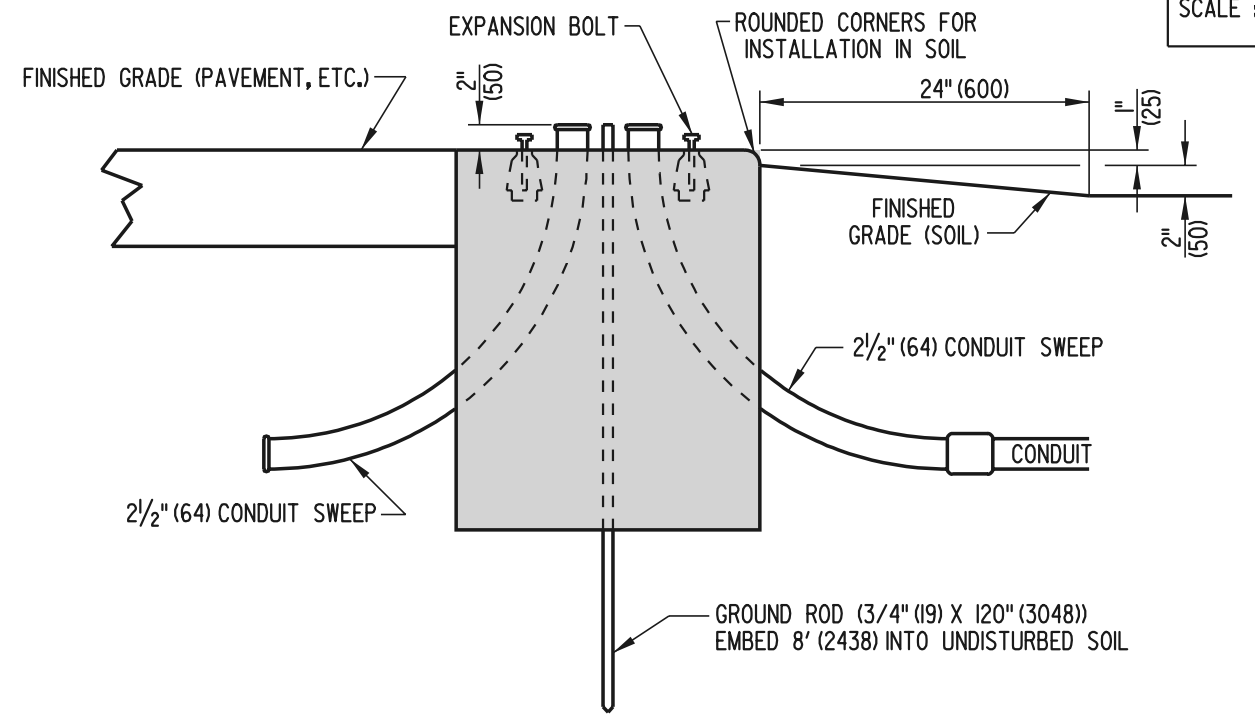
RECOMMENDED

Theresa Delph 8/19/02
DESIGN ENGINEER DATE

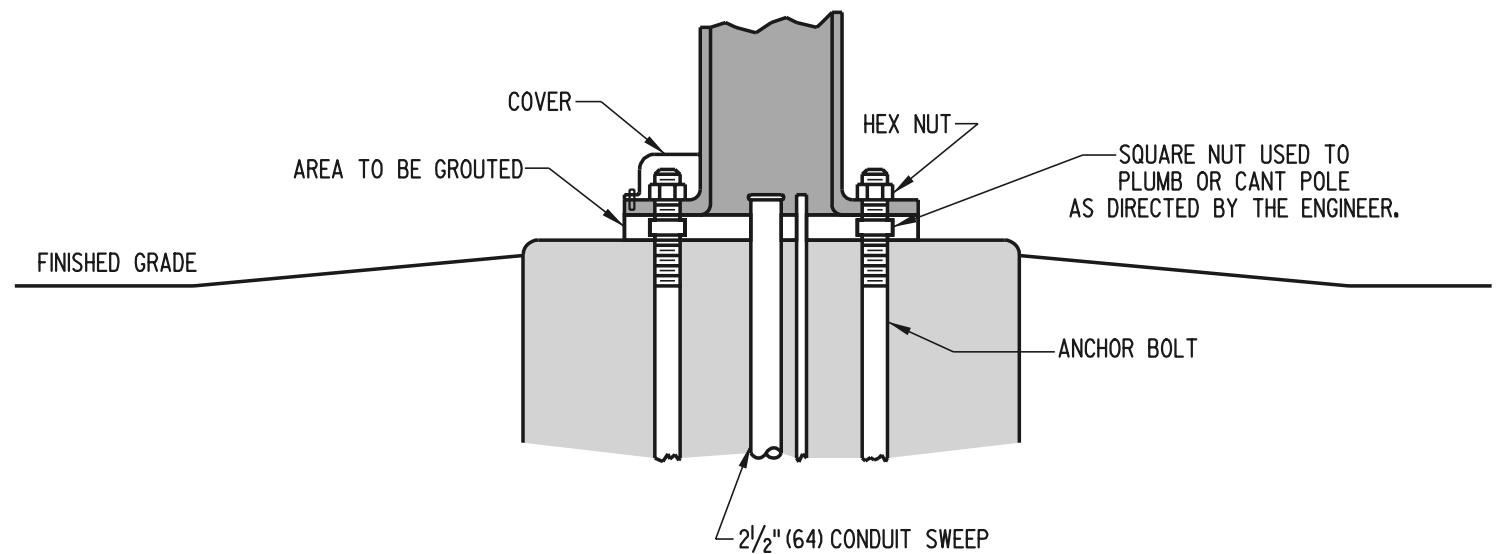
SCALE : N.T.S.



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



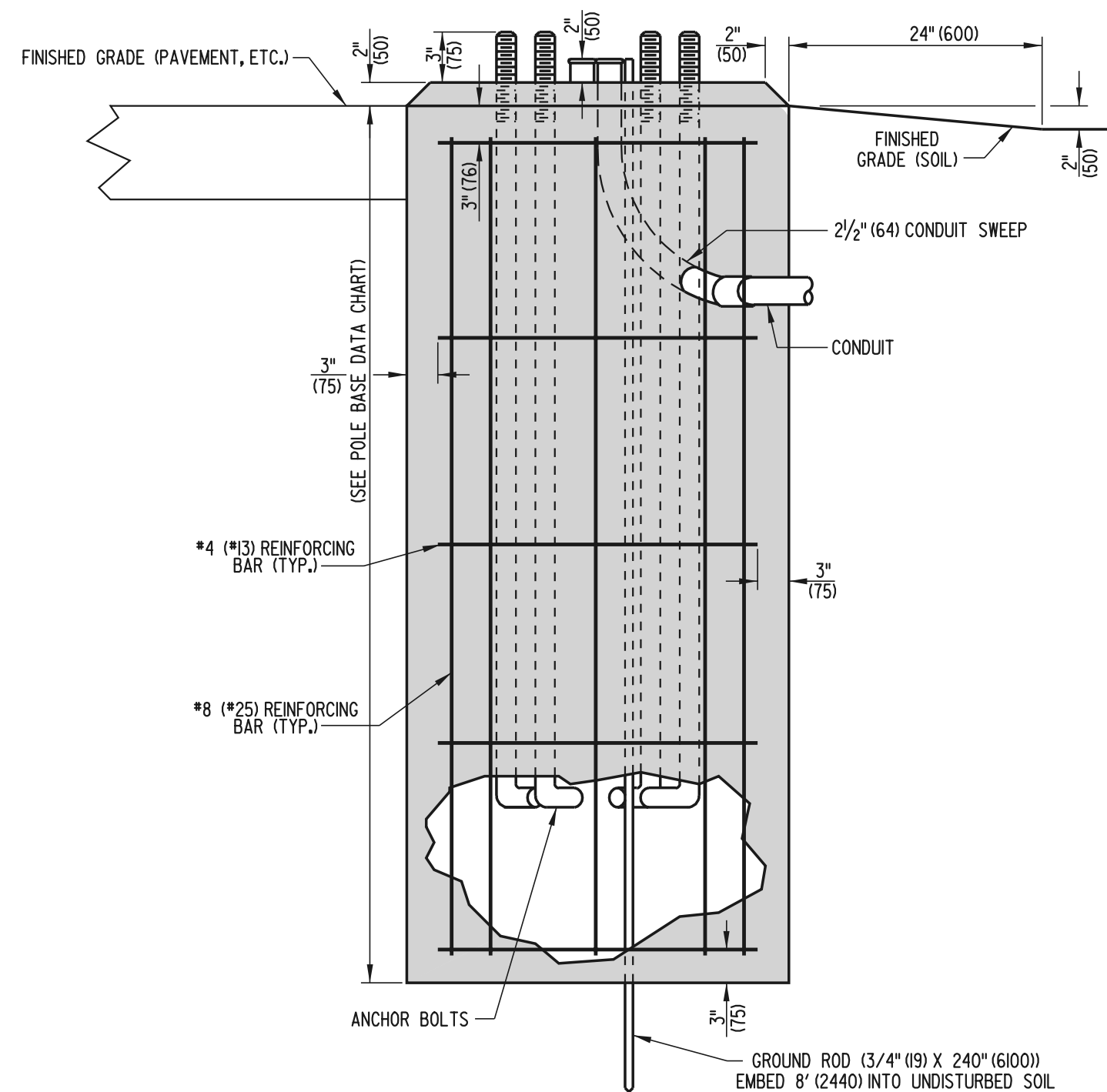
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

POLE BASES

STANDARD NO. T-5 (2002)

SHT. 2 OF 3

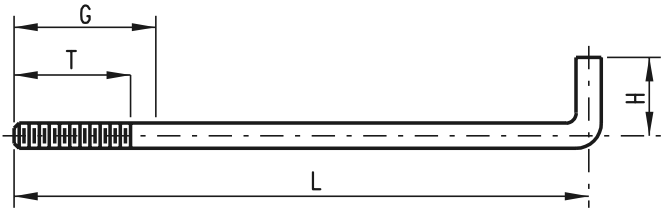
APPROVED *Caution Wicks* *9/6/02*
CHIEF ENGINEER DATE
RECOMMENDED *Theresa Delph* *8/19/02*
DESIGN ENGINEER DATE



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" (2085) | 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)

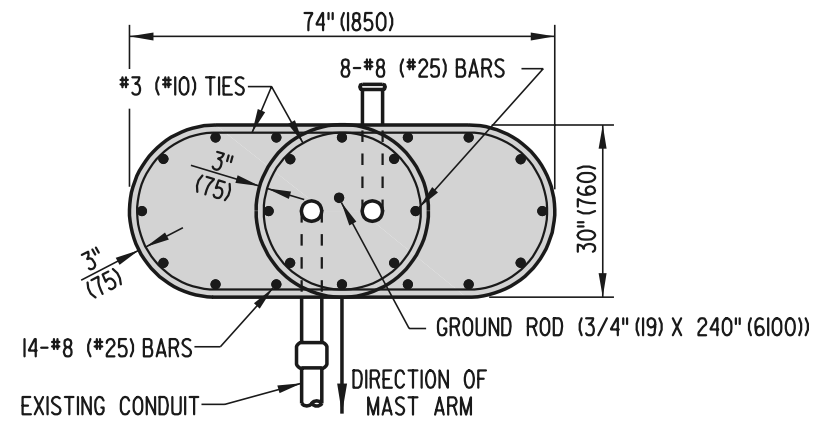
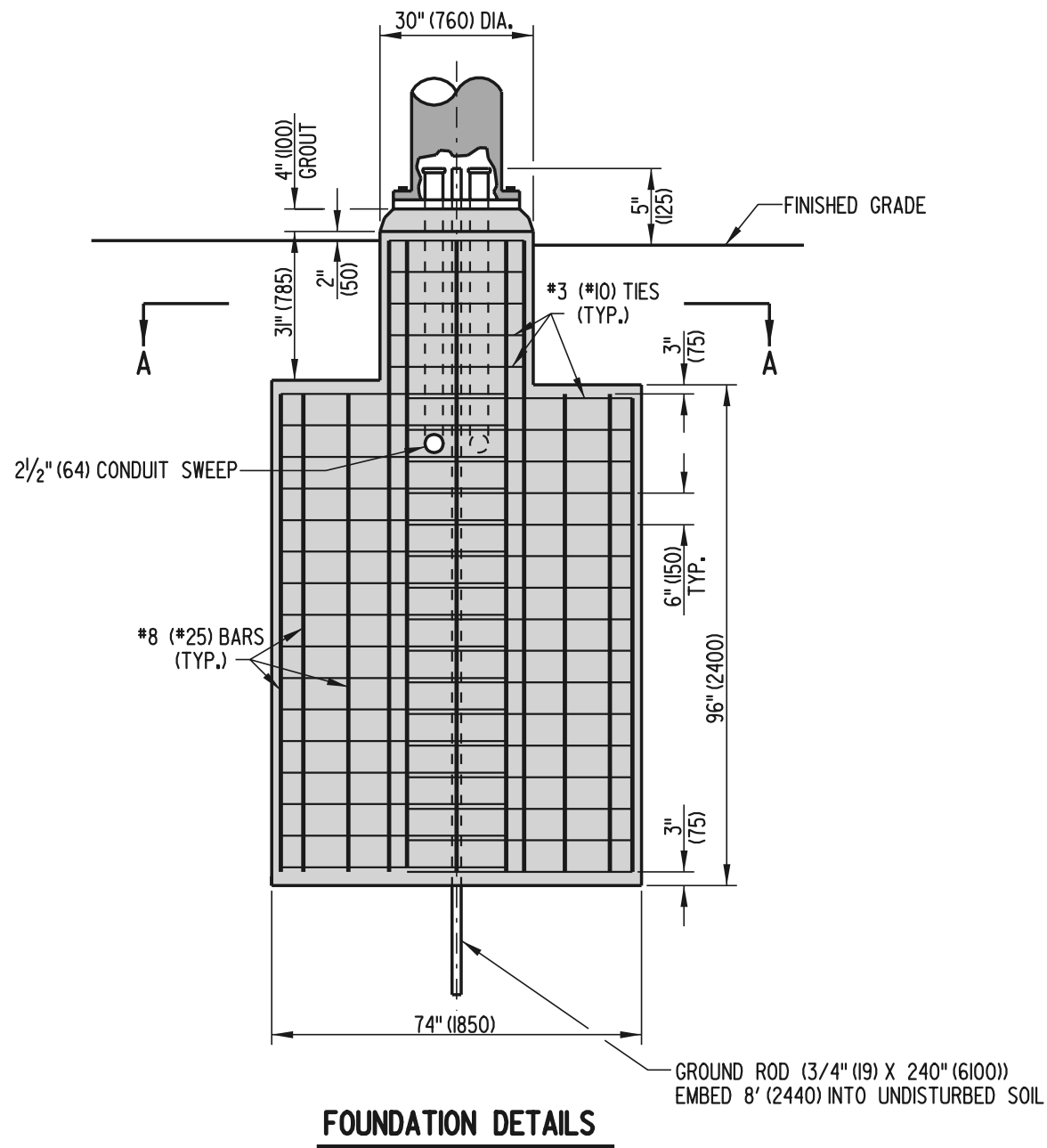
SHT. 3 OF 3

APPROVED

Caution Wicks 9/6/02
CHIEF ENGINEER DATE

RECOMMENDED

Theresa Delph 8/19/02
DESIGN ENGINEER DATE



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" (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)

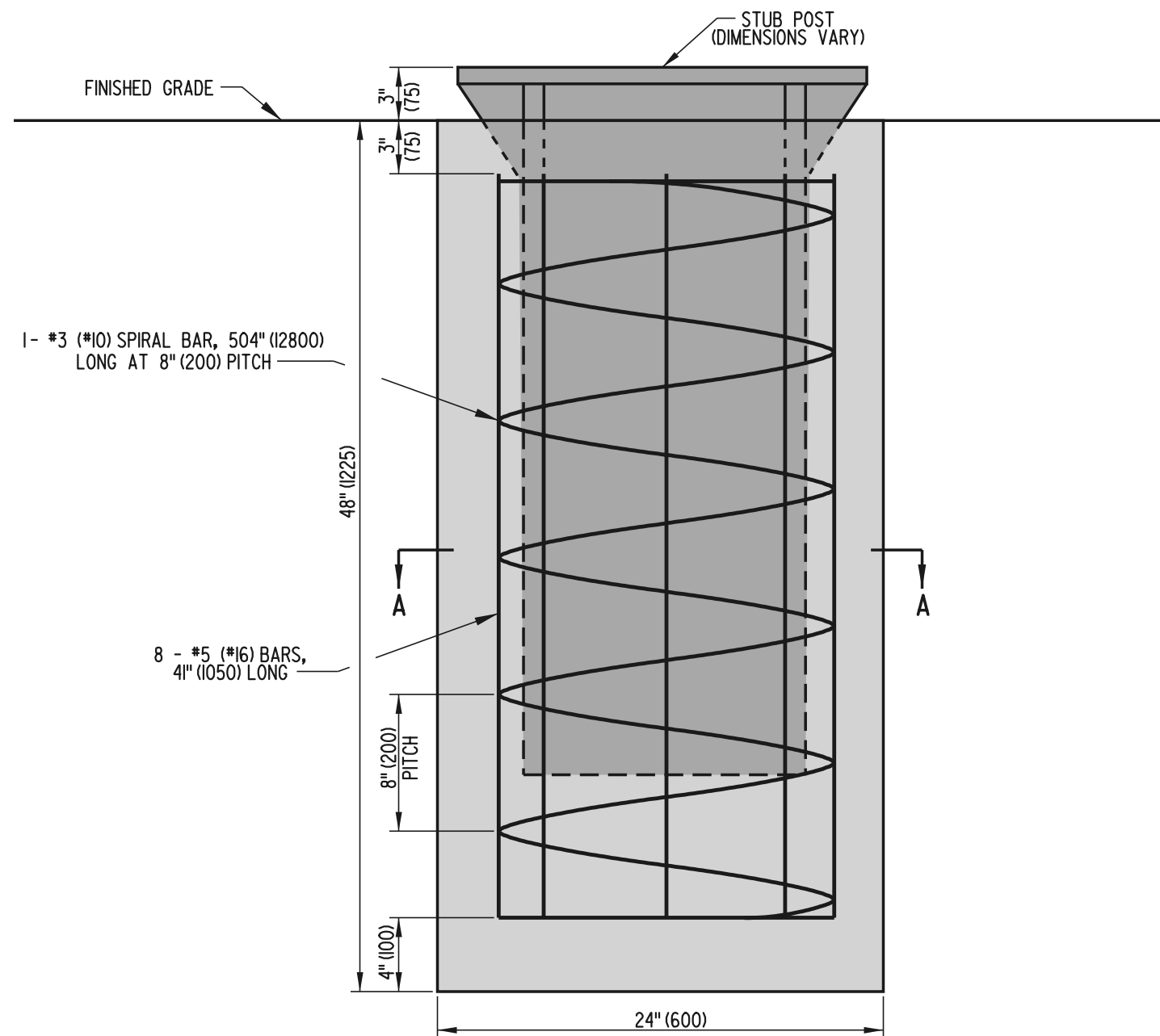
SHT. 1 OF 1

APPROVED *Caution Wicks*
CHIEF ENGINEER

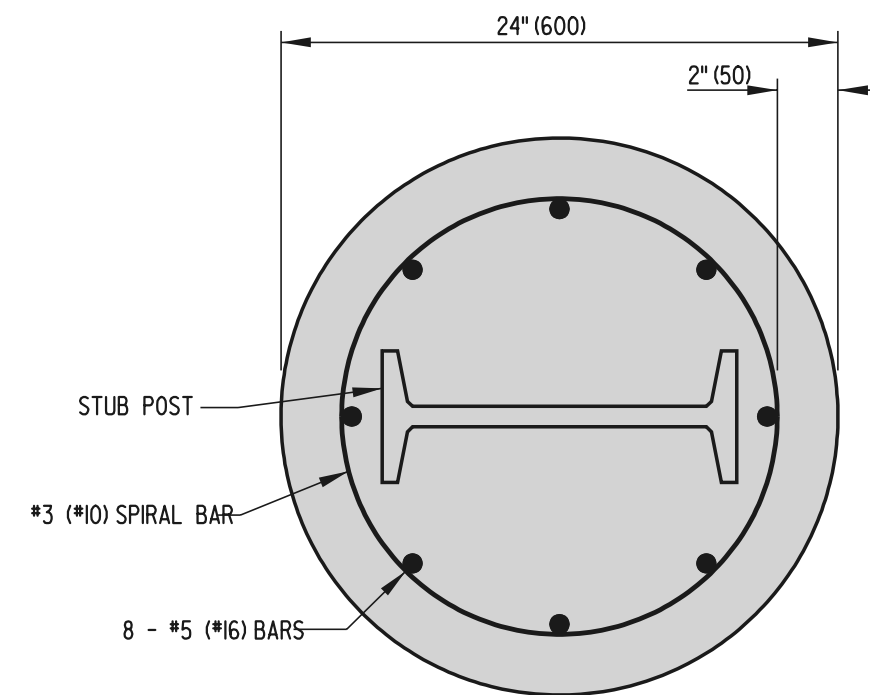
9/6/02
DATE

RECOMMENDED *Theresa Delph*
DESIGN ENGINEER

8/19/02
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

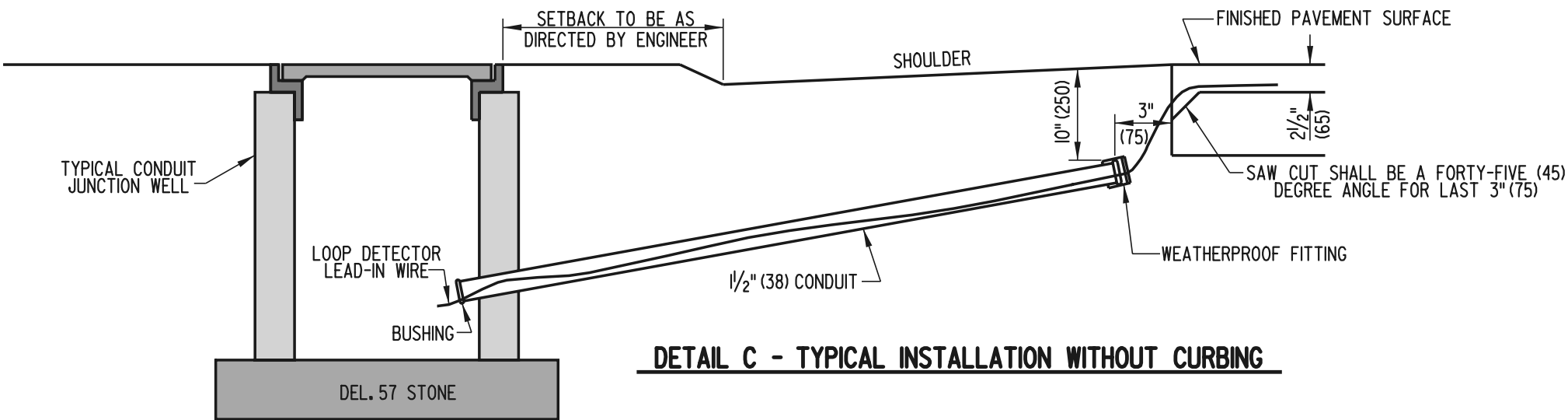
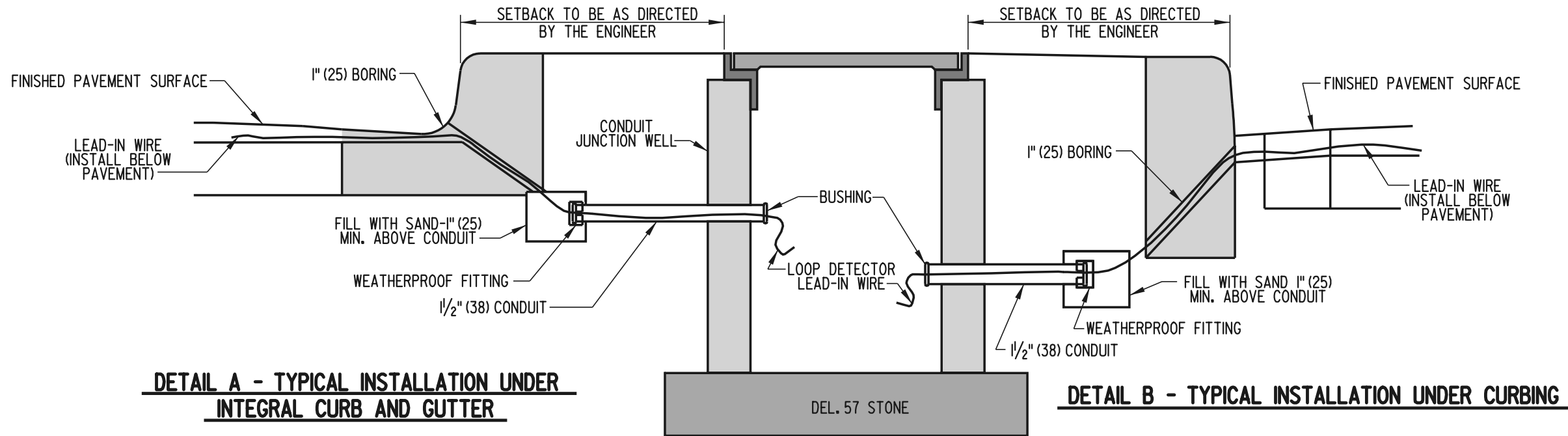
STANDARD NO. T-7 (2002)

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



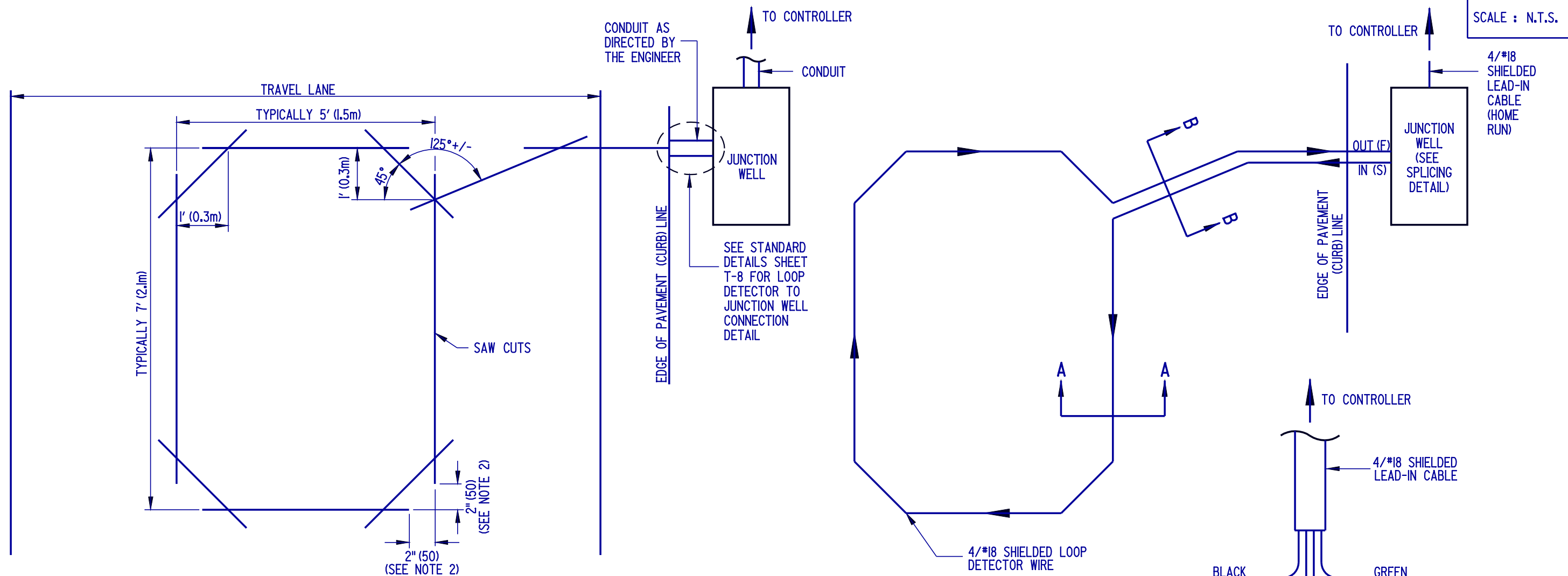
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

LOOP DETECTOR TO CONDUIT JUNCTION WELL CONNECTION

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

APPROVED *Caution Wicks* **9/6/02**

RECOMMENDED *Thurman Alpert* **8/19/02**

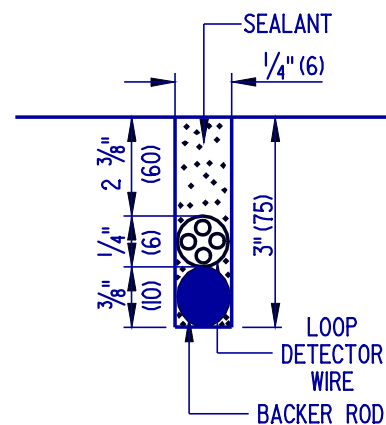


WIRE SLOT CONSTRUCTION

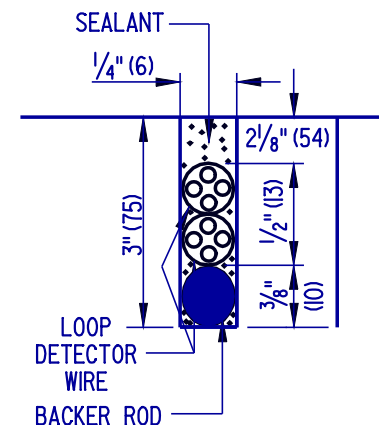
DETAILS FOR INSTALLING LOOP DETECTOR WIRE (SINGLE WRAP)

NOTES:

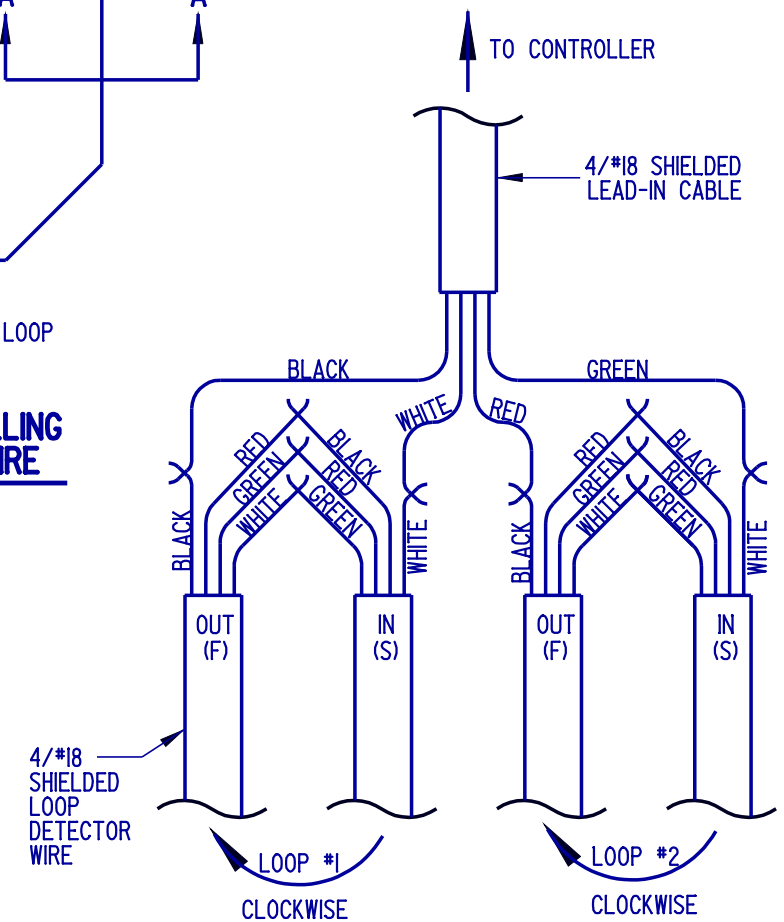
- 1). SAW CUTS FOR WIRE SLOT CONSTRUCTION SHALL BE EXTENDED BEYOND THE CORNERS SO THAT THE SLOT IS FULL DEPTH AT TURN POINTS. A FORTY-FIVE (45) DEGREE ANGLE SHALL BE CUT 12" (300) BACK FROM THE POINT OF THE EXTENDED CORNER.
- 2). THE DIAGONAL CUT SHALL BE STOPPED APPROXIMATELY 2" (50) FROM THE CORNER 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)

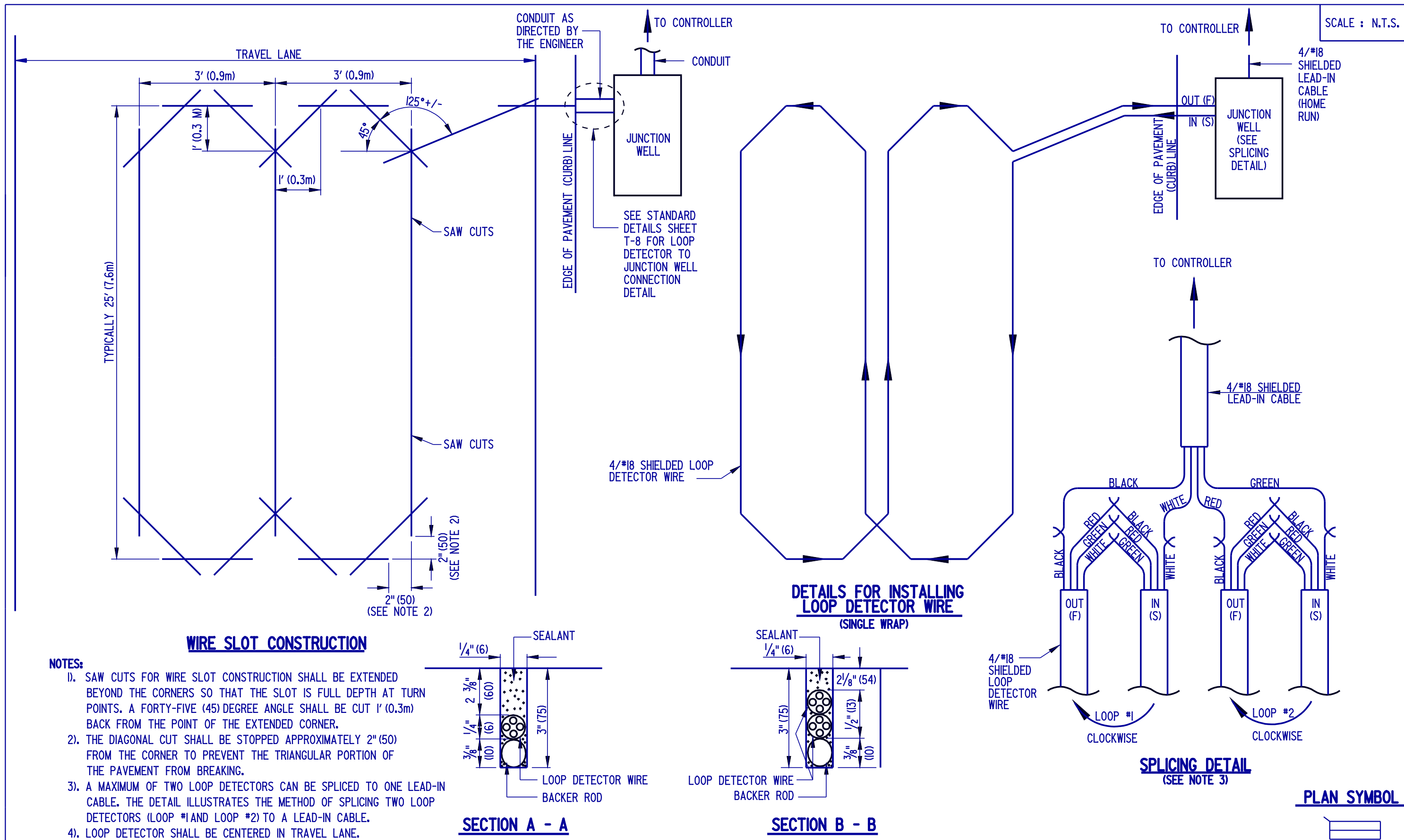
SHT. 1 OF 1


APPROVED

Carolann Wicks
CHIEF ENGINEER 1/10/05
DATE

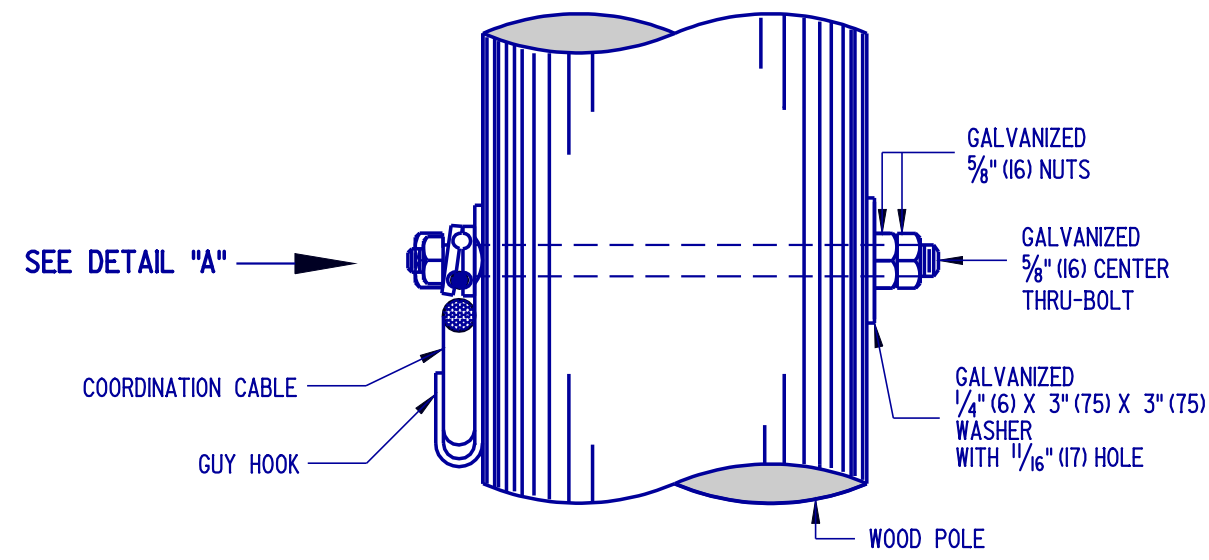
RECOMMENDED

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

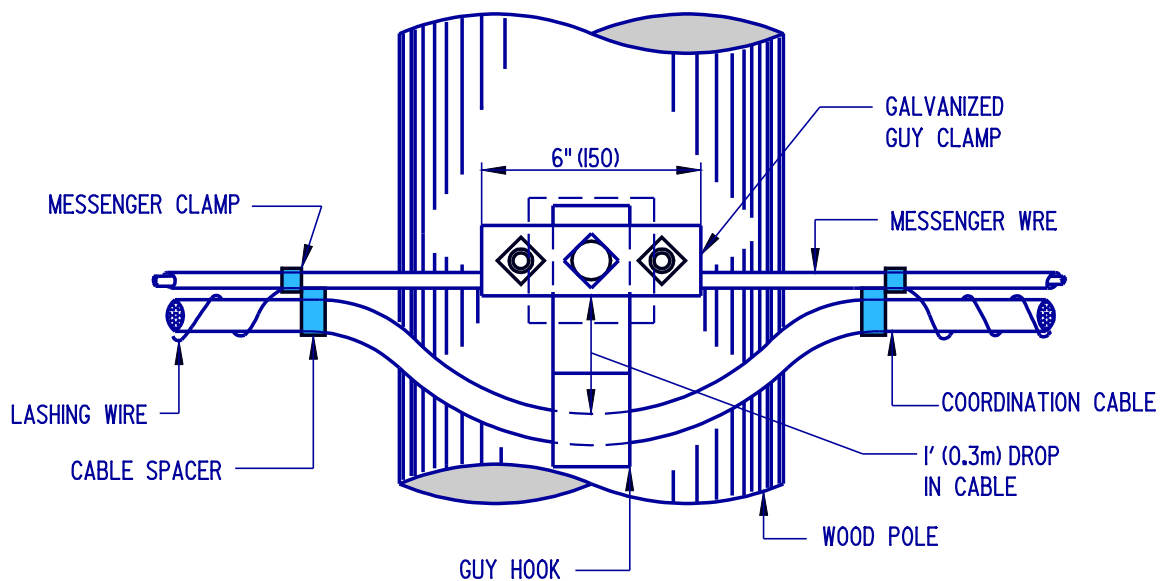


| | | | | |
|--|-----------------------|-------------|-------------|--|
|  <div> DELAWARE DEPARTMENT OF TRANSPORTATION </div> | TYPE #2 LOOP DETECTOR | | | APPROVED <i>Carolann Wicks</i> 1/10/05 <small>CHIEF ENGINEER</small> <small>DATE</small> |
| | STANDARD NO. | T-10 (2004) | SHT. 1 OF 1 | |
| | | | | RECOMMENDED <i>Dennis M. O'Flaherty</i> 1/3/05 <small>DESIGN ENGINEER</small> <small>DATE</small> |

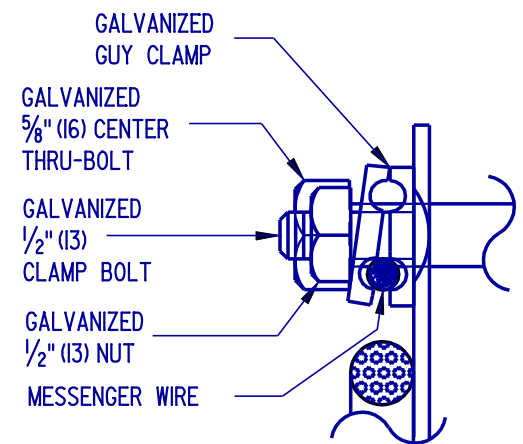
INTERMEDIATE



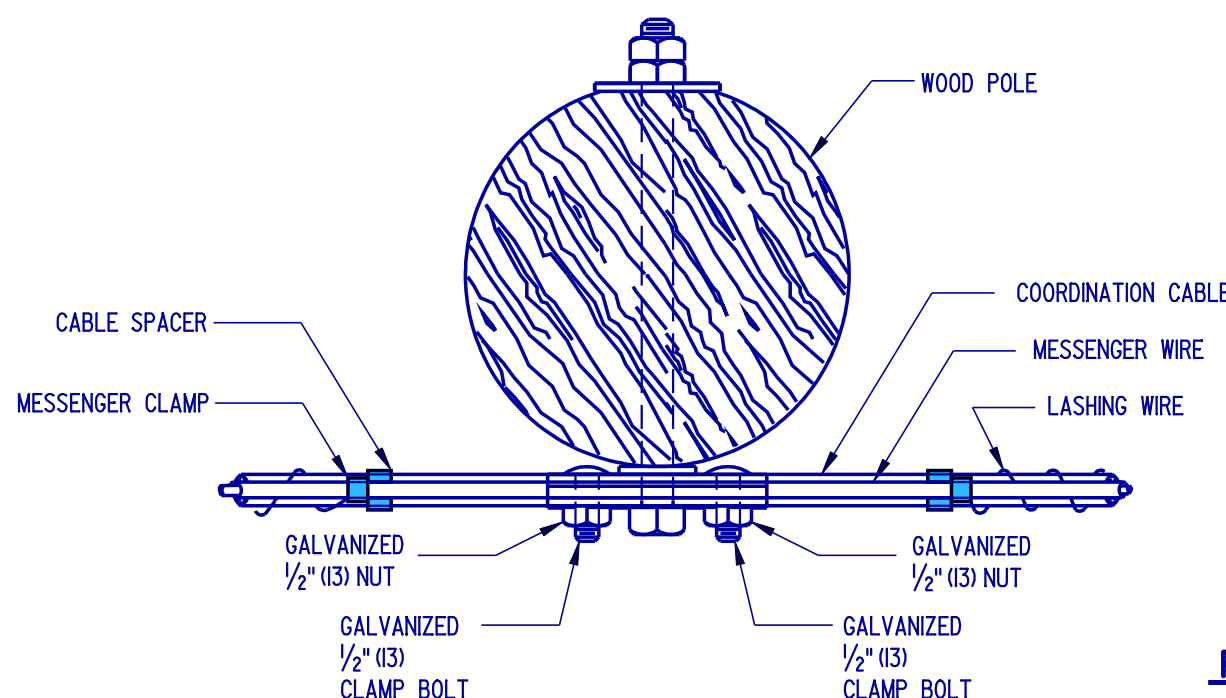
SIDE VIEW



FRONT VIEW

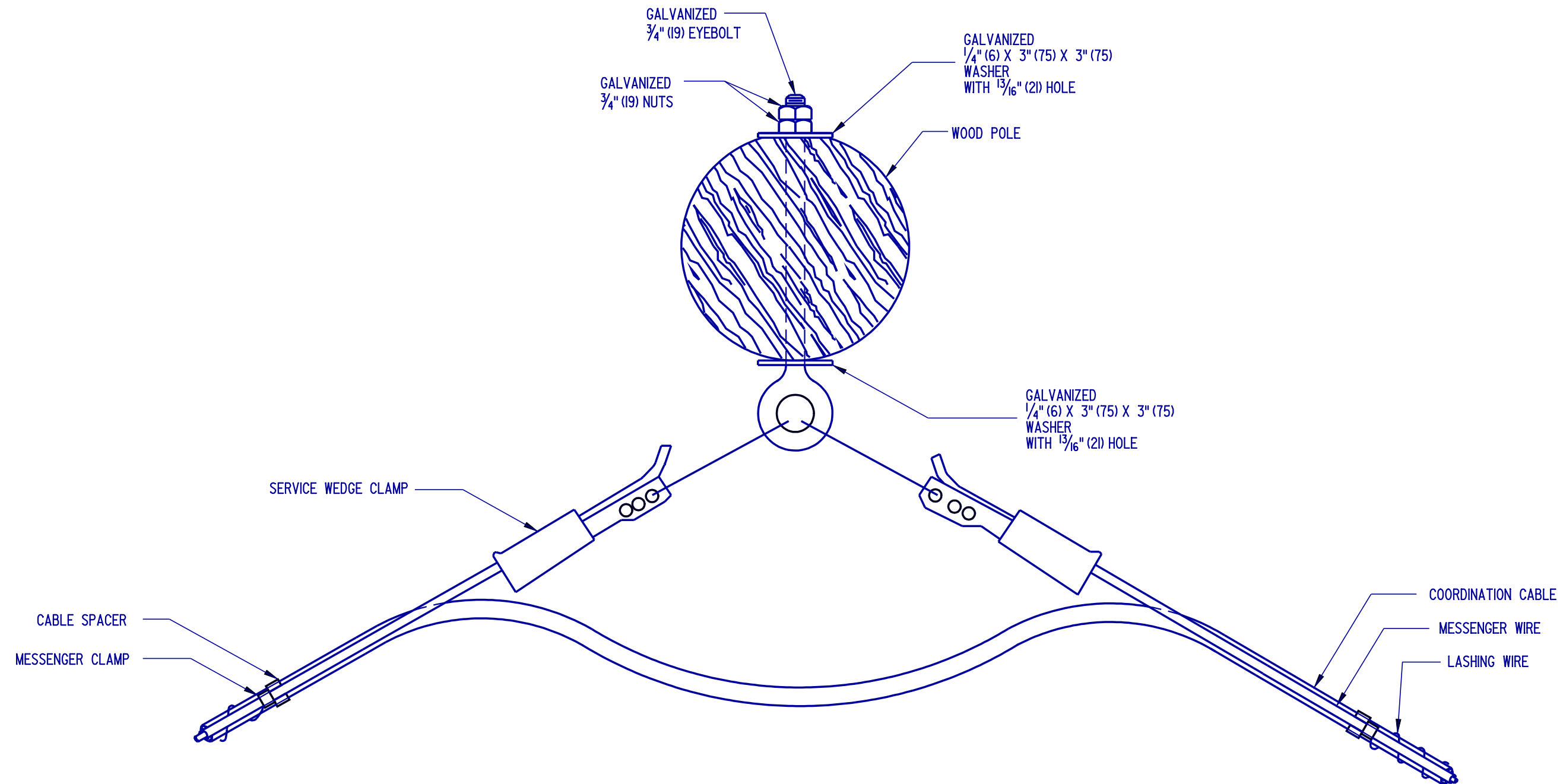


DETAIL "A"



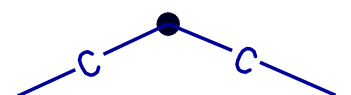
TOP VIEW





TOP VIEW

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

ANGULAR INTERMEDIATE MESSENGER WIRE ATTACHMENT

STANDARD NO. T-11 (2004)

SHT. 2 OF 2

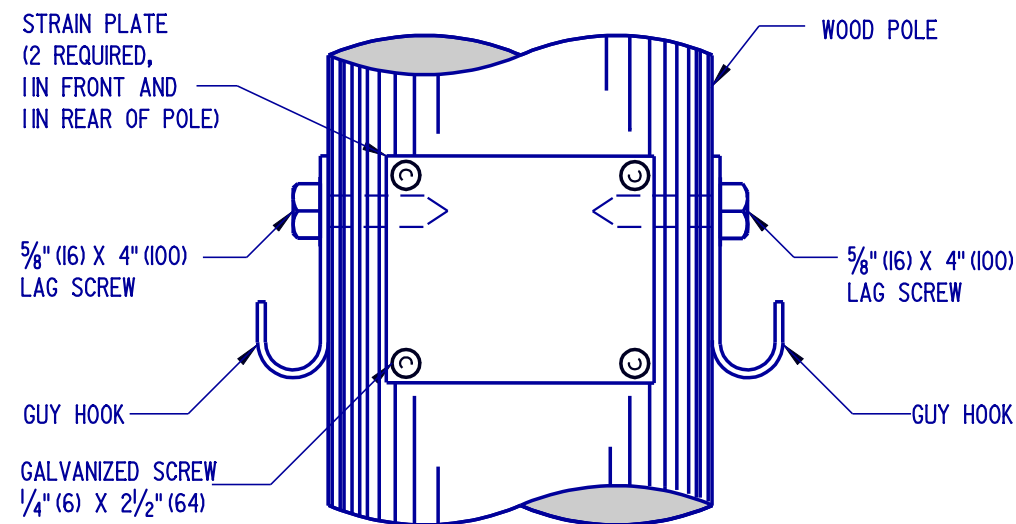
APPROVED

Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

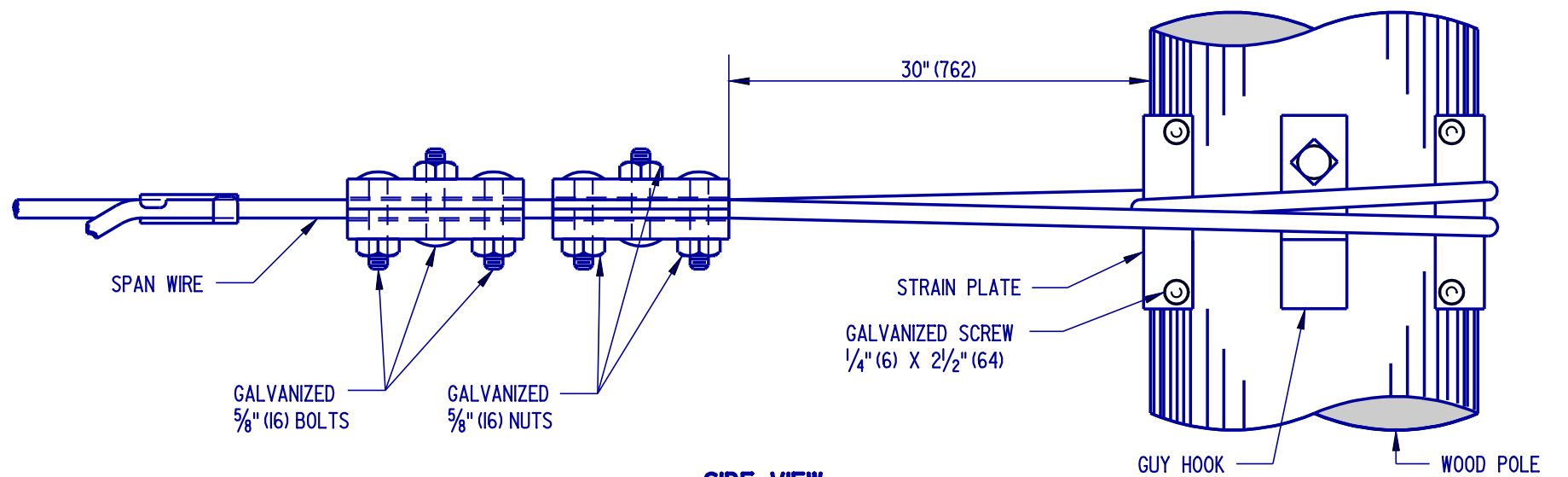
RECOMMENDED

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

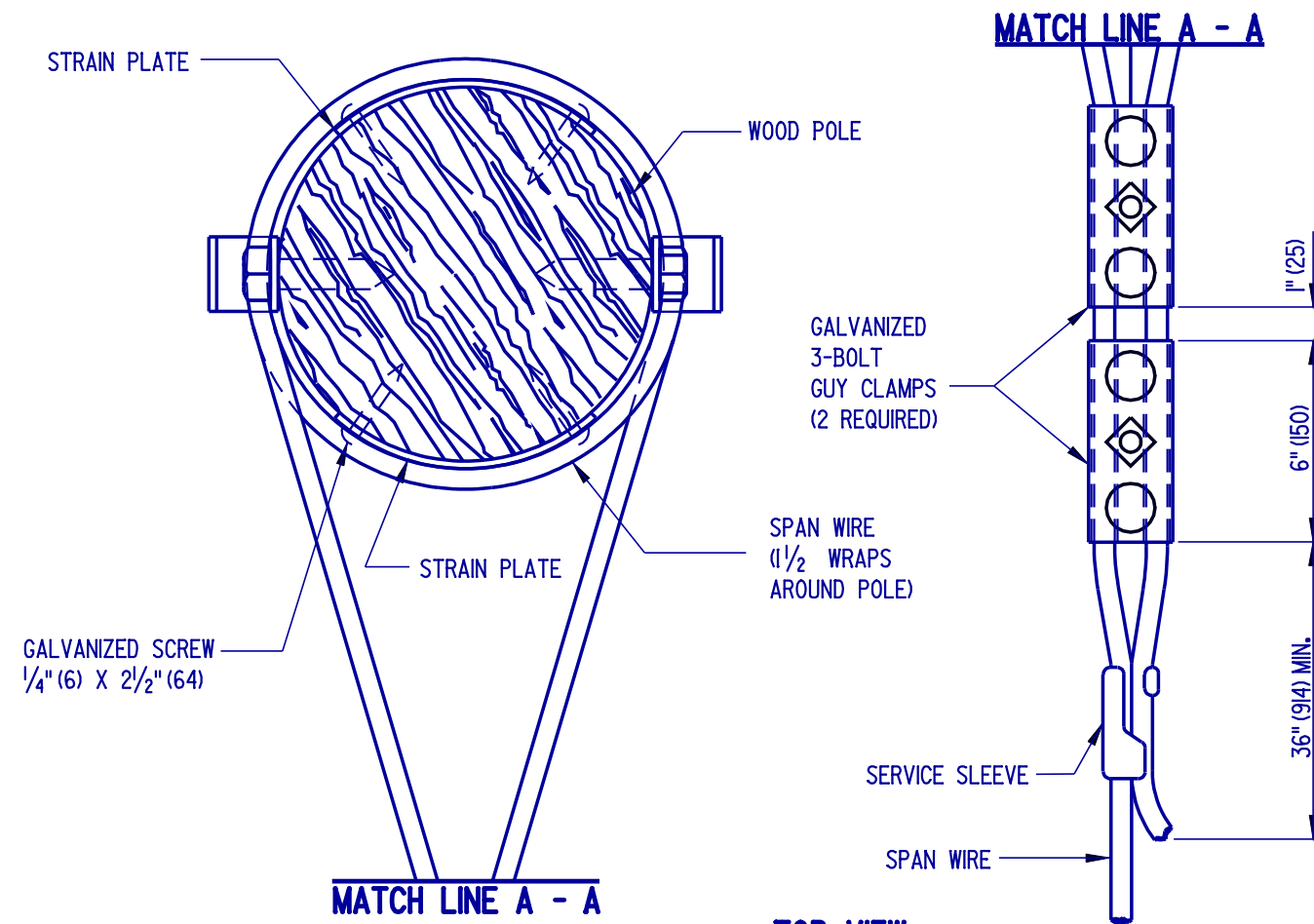
SCALE : N.T.S.



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)

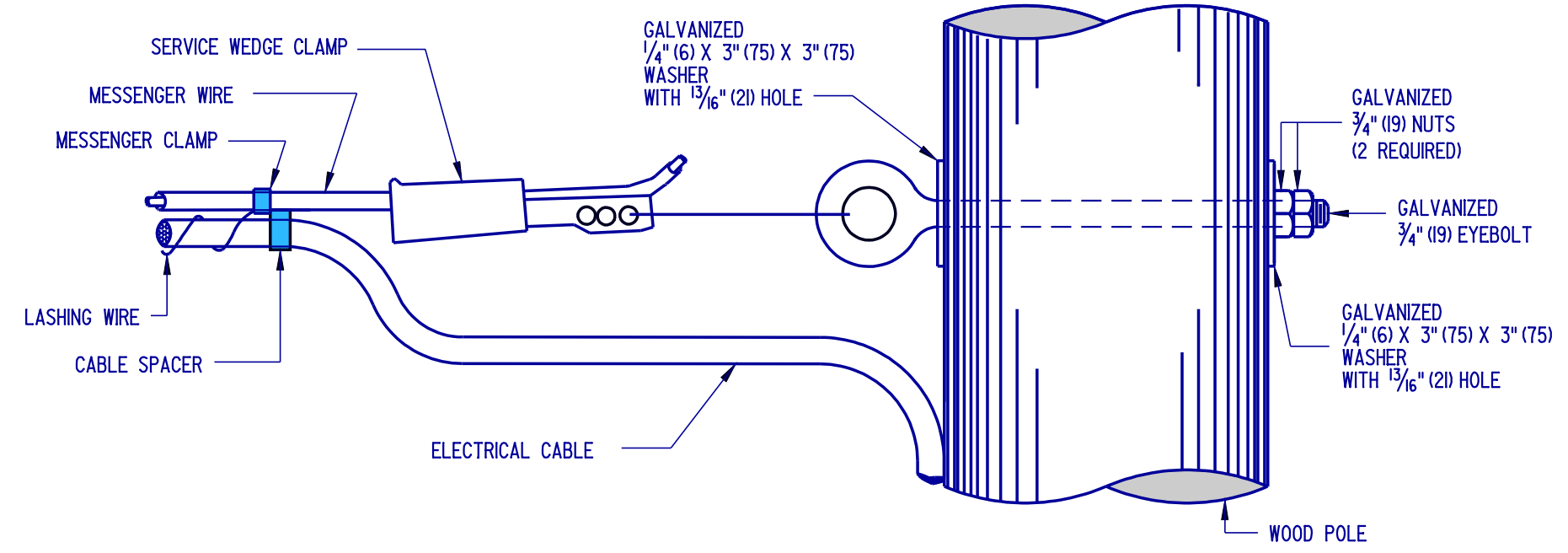
SHT. 1 OF 2

APPROVED

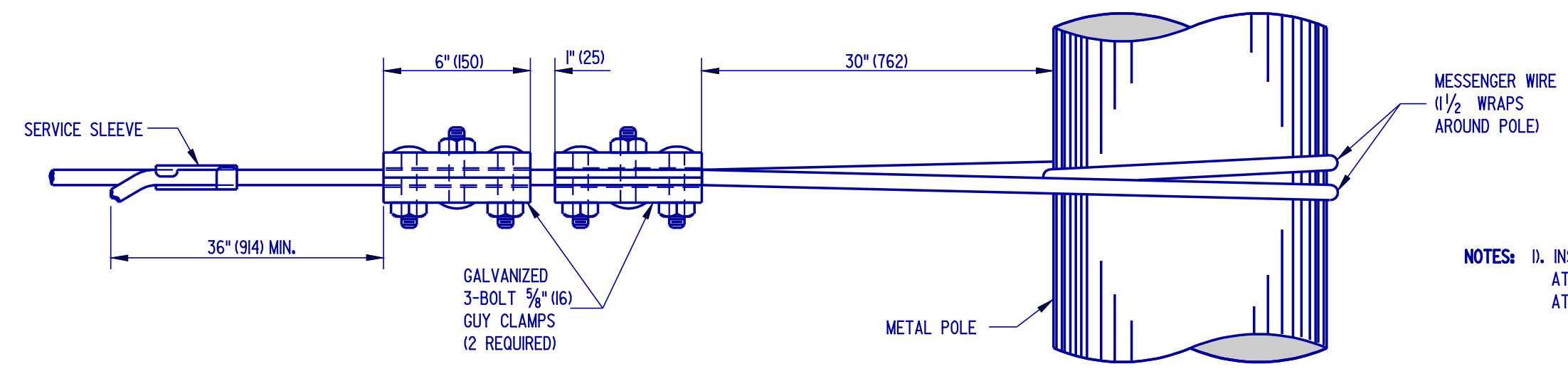
Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

RECOMMENDED

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



WOOD POLES



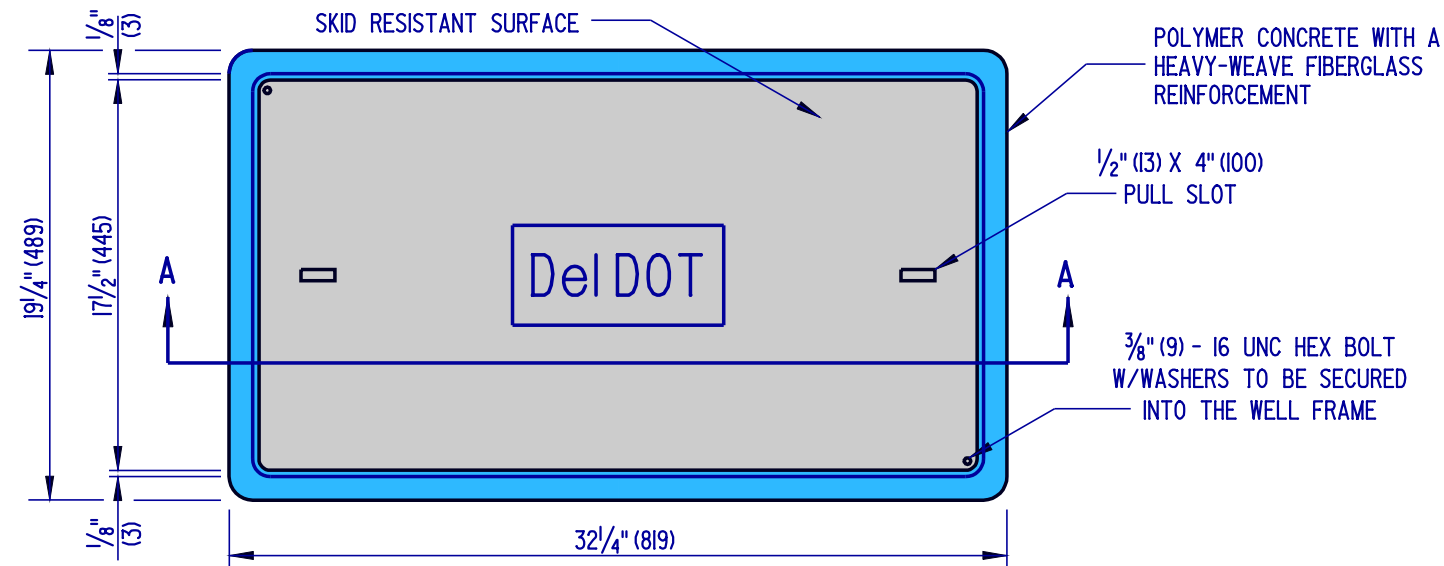
NOTES: 1). INSTALLATION METHOD SHOWN FOR DEAD END MESSENGER WIRE ATTACHMENT TO METAL POLES SHALL BE USED FOR SPAN WIRE ATTACHMENT BETWEEN METAL POLES.

PLAN SYMBOL



METAL POLES

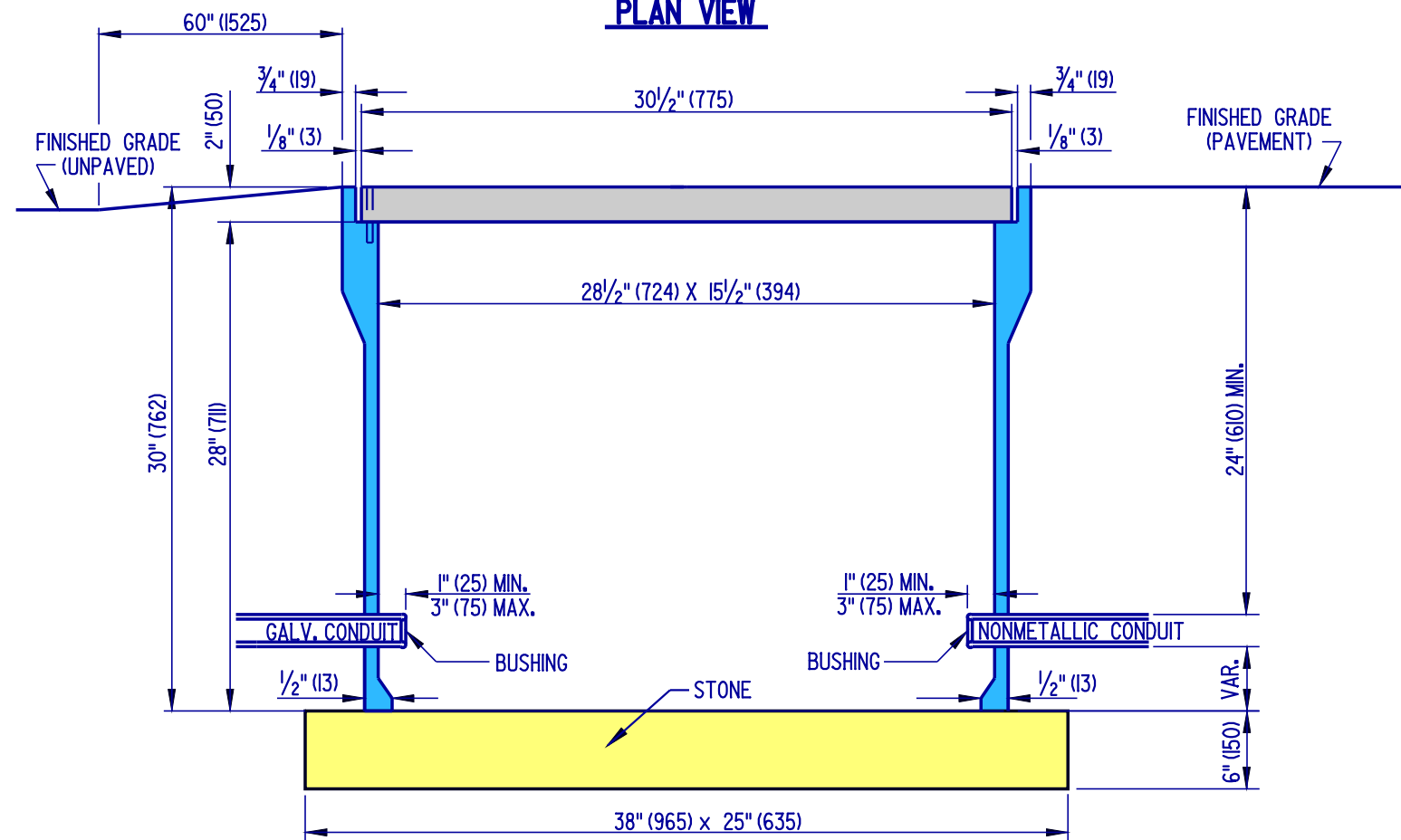
| | | | | | |
|--|---|---------------|-------------|---|--|
|  DELAWARE DEPARTMENT OF TRANSPORTATION | DEAD END MESSENGER WIRE ATTACHMENT | | | APPROVED <i>Carolann Wicks</i> 1/10/05 CHIEF ENGINEER DATE | |
| | STANDARD NO. T-12 (2004) | SHT. 2 | OF 2 | RECOMMENDED <i>Dennis M. O'Flaherty</i> 1/13/05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

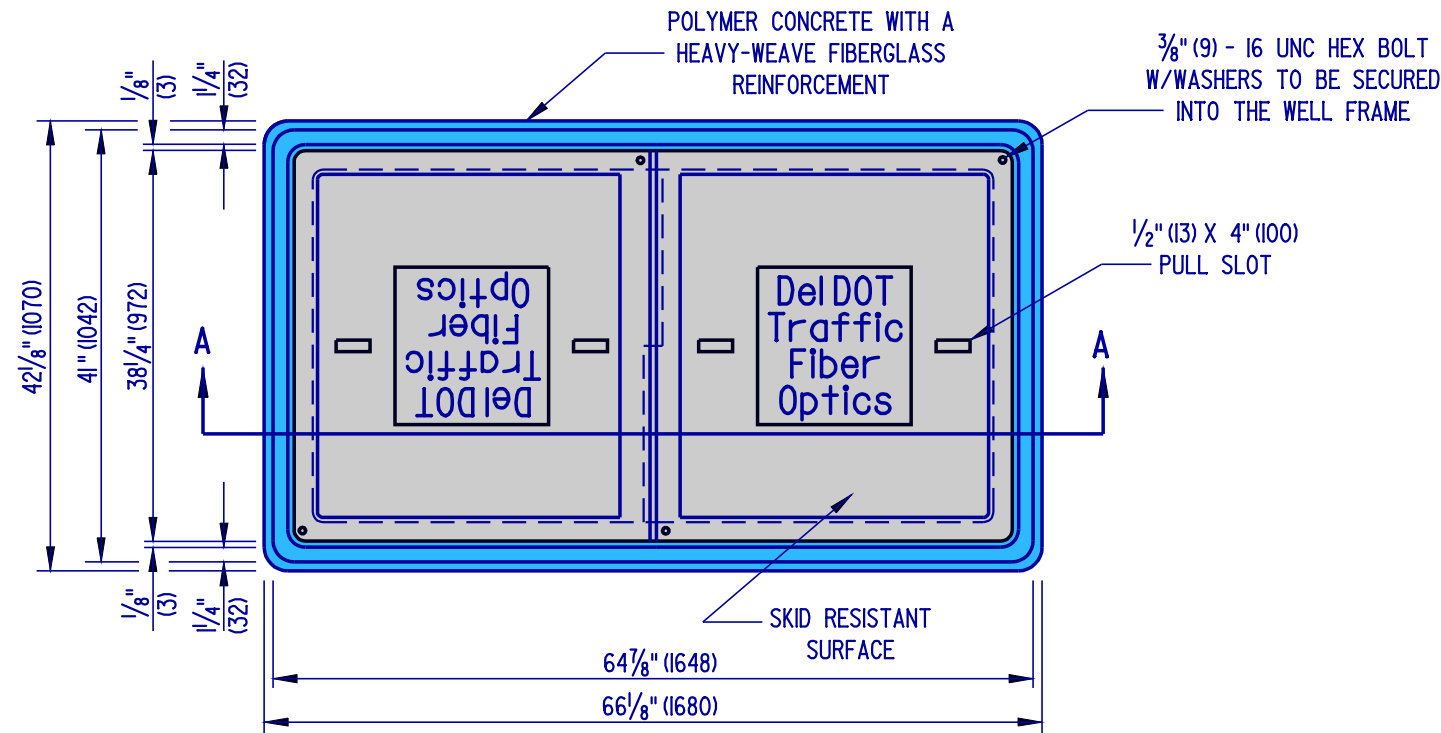
CONDUIT JUNCTION WELL, TYPE 4

STANDARD NO. T-13 (2004)

SHT. 1 OF 3

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

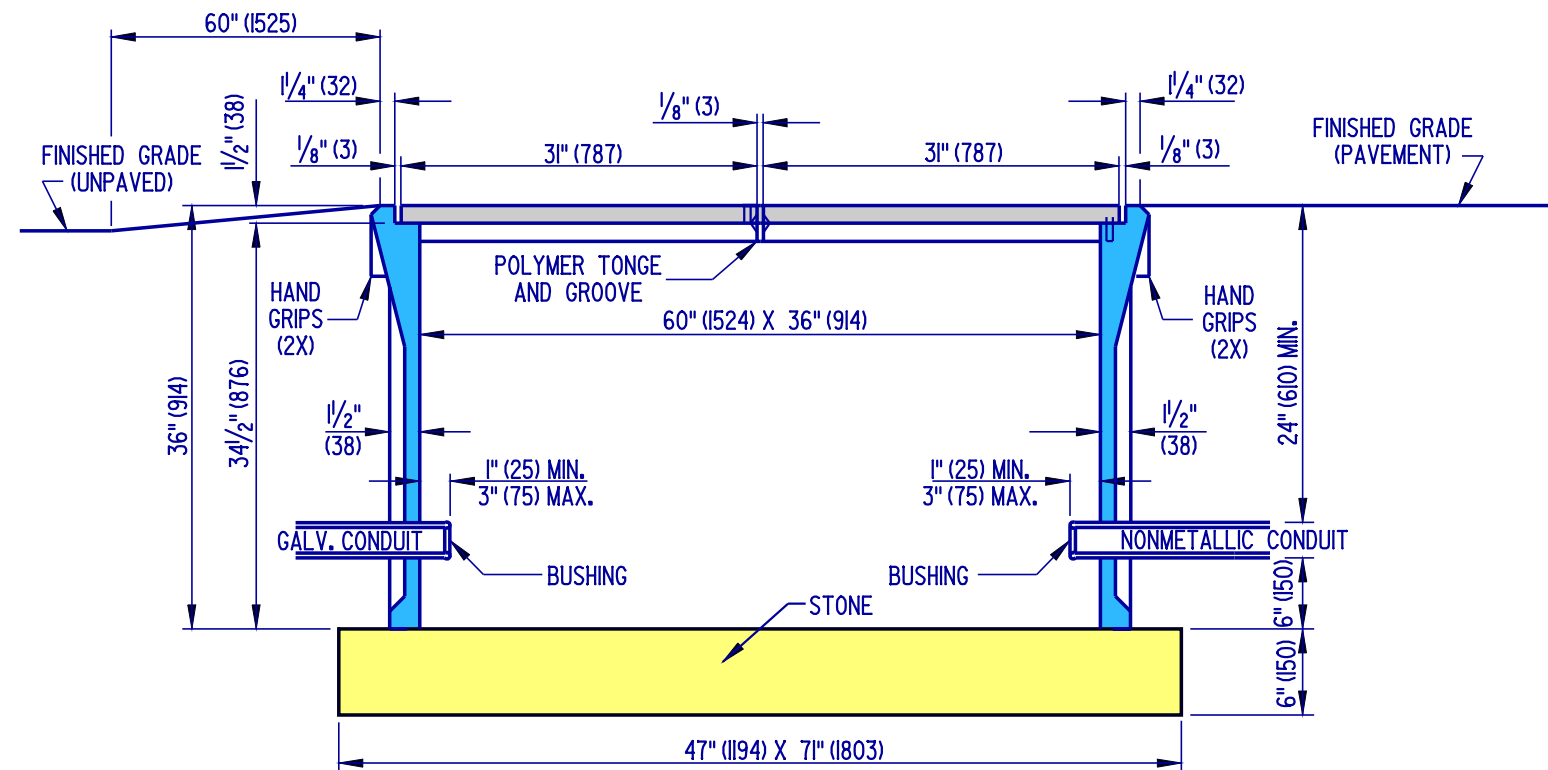
RECOMMENDED *Dennis M. O'Flaherty* 1/13/05
DESIGN ENGINEER DATE



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

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

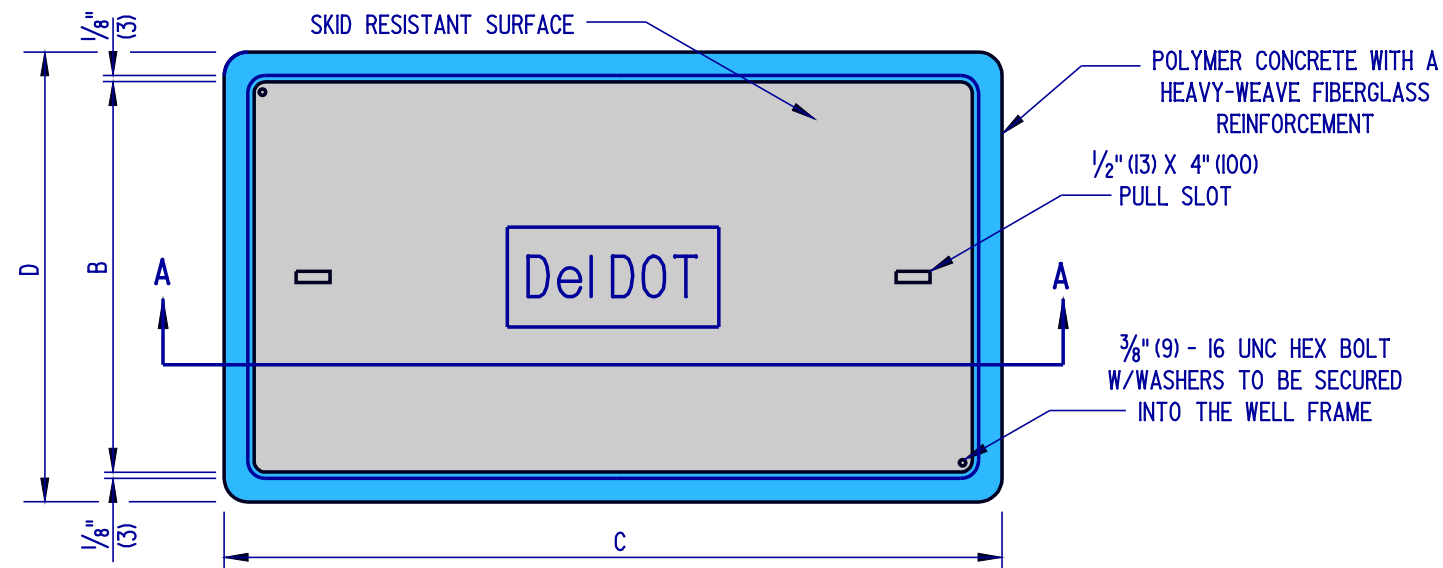
CONDUIT JUNCTION WELL, TYPE 7

STANDARD NO. T-13 (2004)

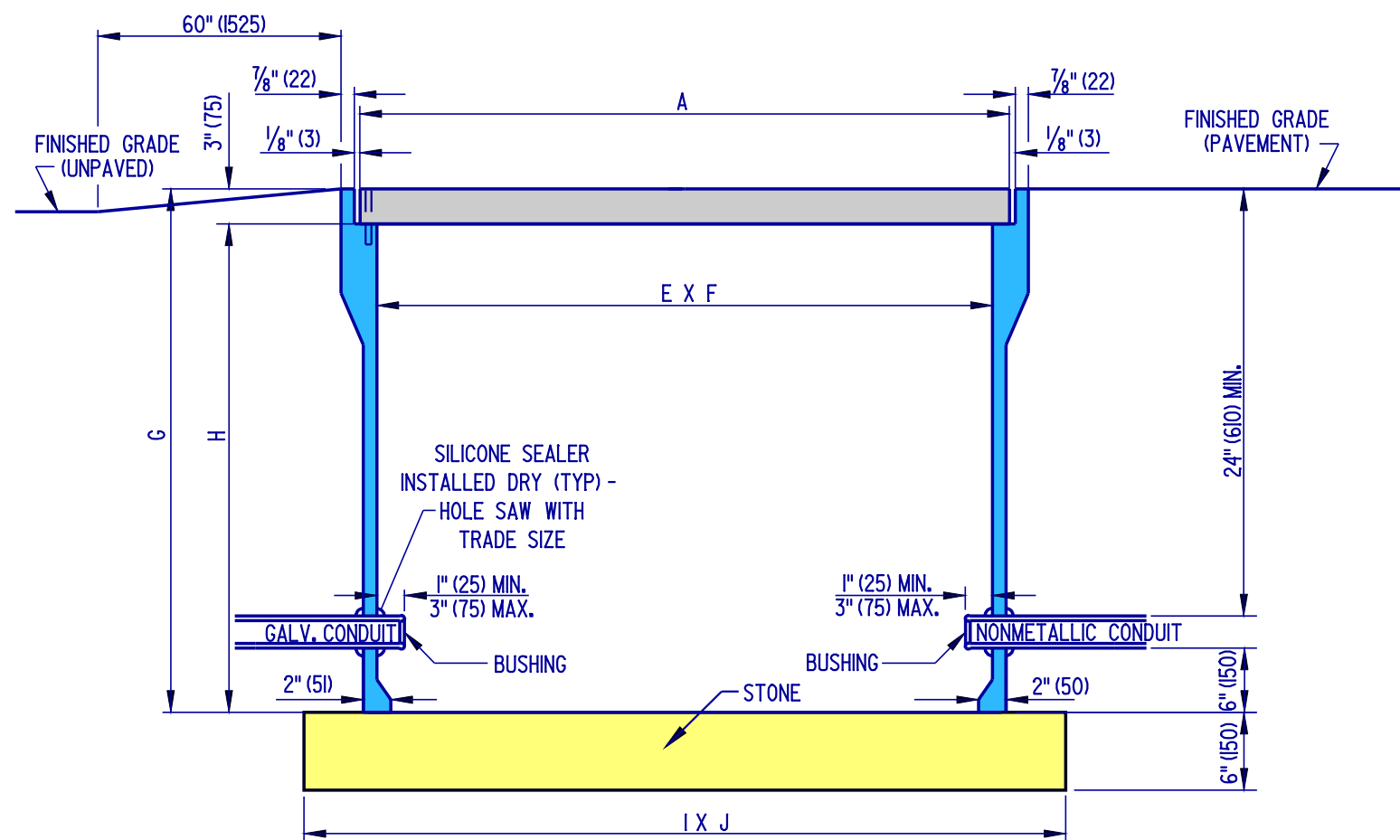
SHT. 2 OF 3

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

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



PLAN VIEW



SECTION A-A

SCALE : N.T.S.

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) |

PLAN SYMBOL



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

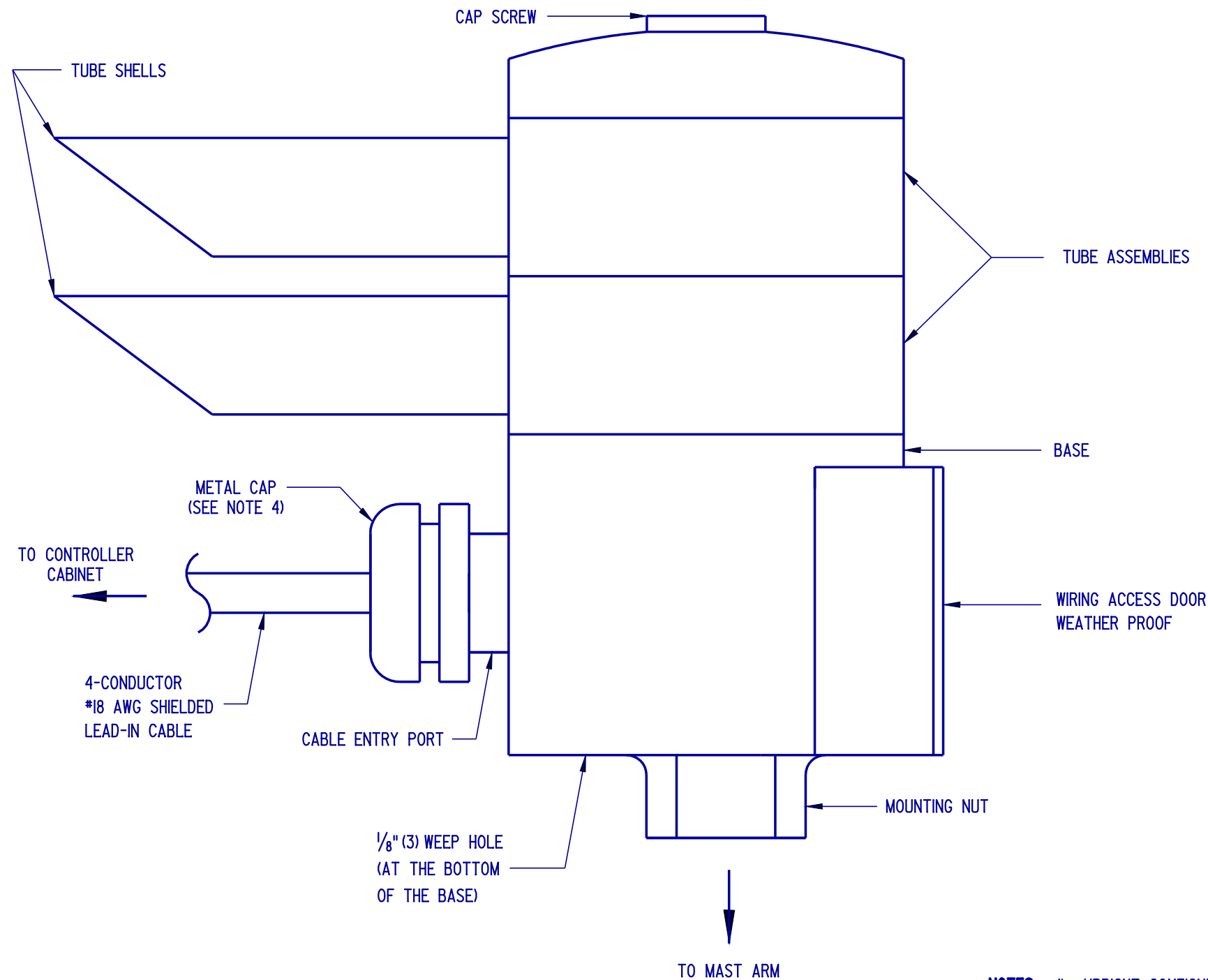
CONDUIT JUNCTION WELLS, TYPES 8 & 10

STANDARD NO. **T-13 (2004)**

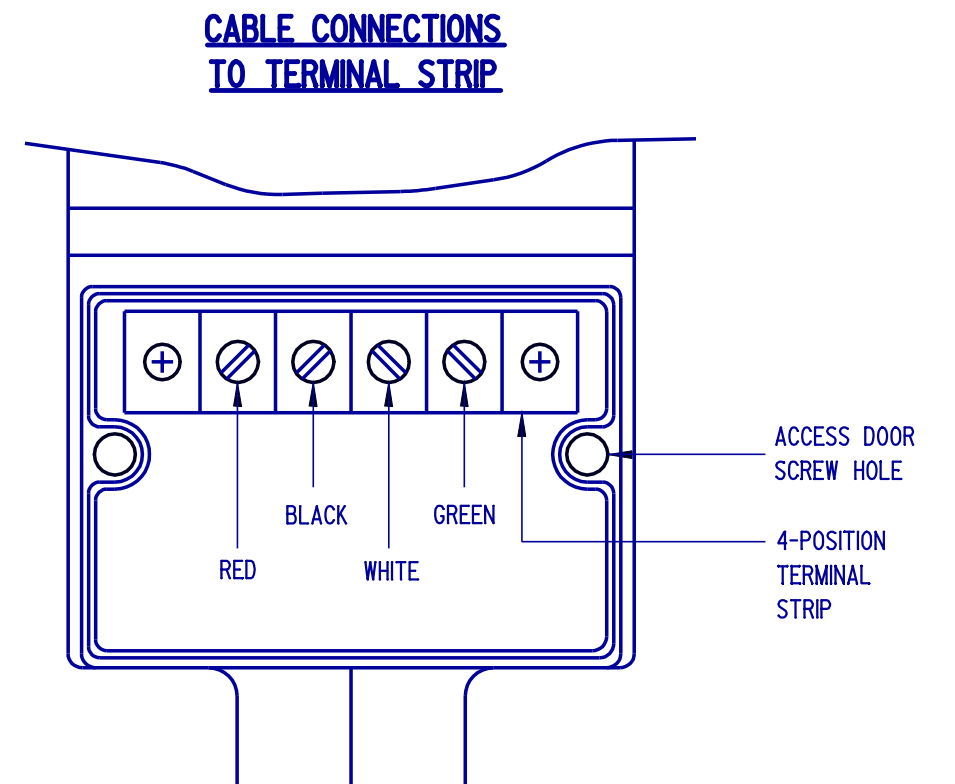
SHT. **3** OF **3**

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

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

PLAN SYMBOL



DELAWARE
DEPARTMENT OF TRANSPORTATION

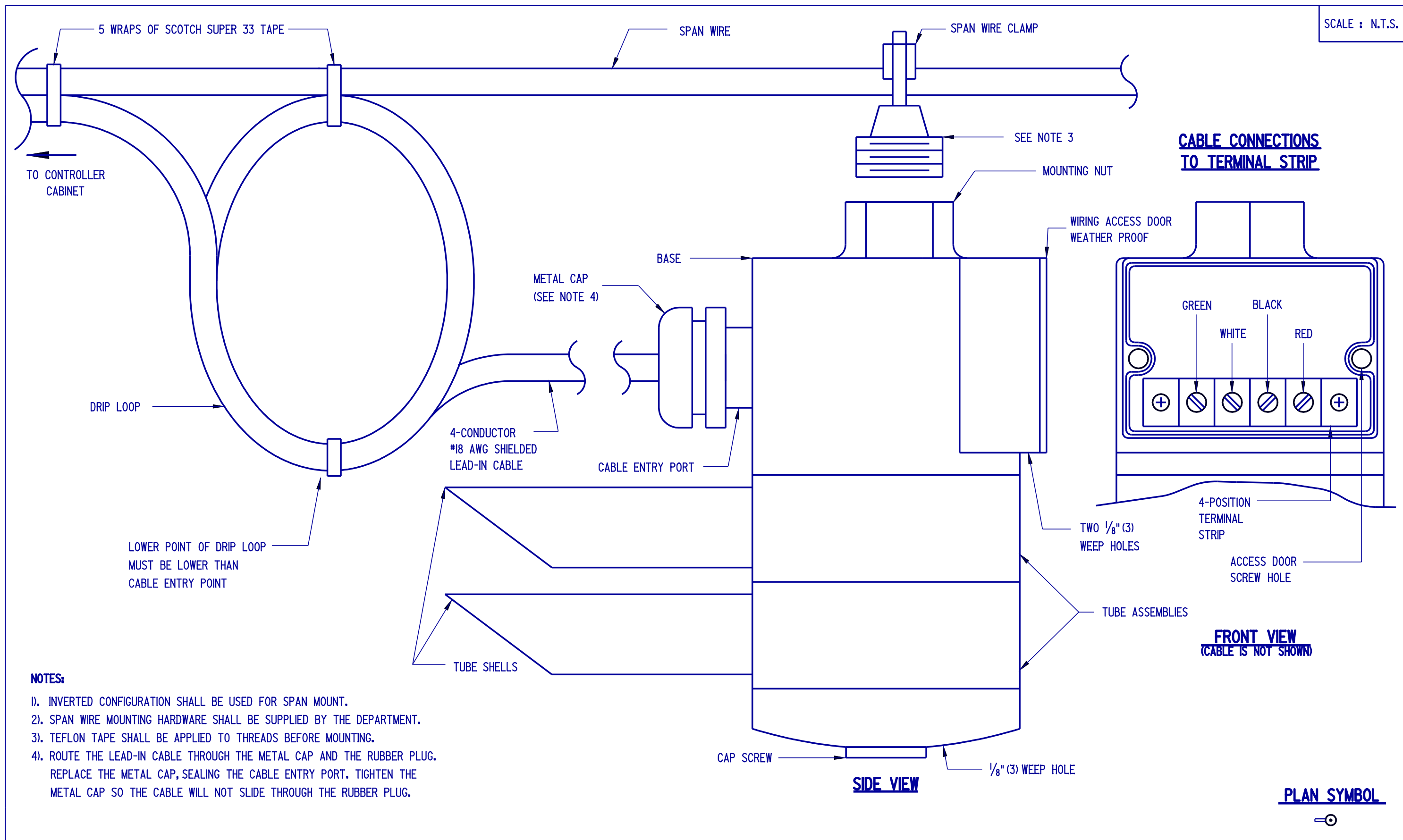
EMERGENCY PREEMPTION RECEIVER, UPRIGHT MOUNT

STANDARD NO. T-14 (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



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

STANDARD NO. **T-14 (2004)**

SHT. **2** OF **2**

APPROVED

Carolann Wick
CHIEF ENGINEER

1/10/05
DATE

RECOMMENDED

Dennis M. O'Flaherty
DESIGN ENGINEER

1/13/05
DATE