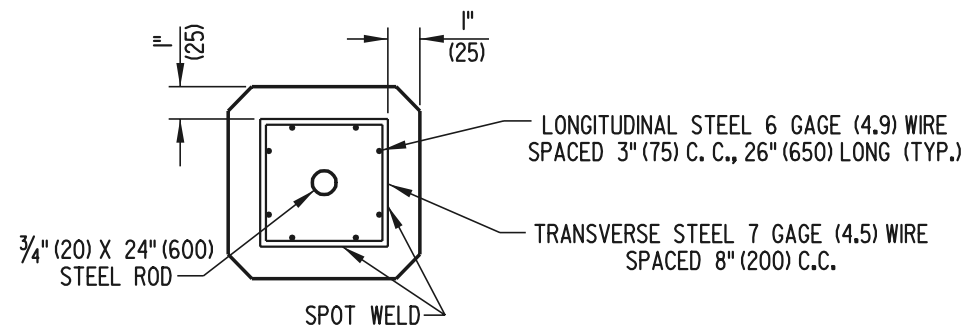
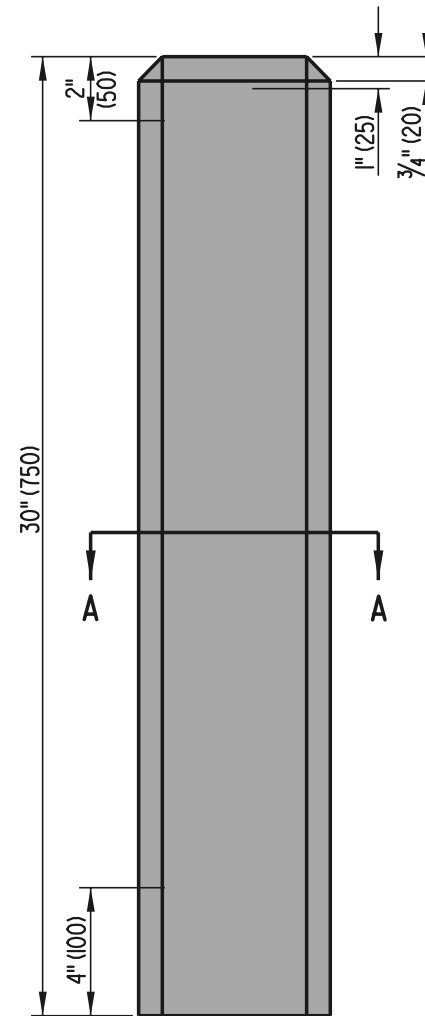


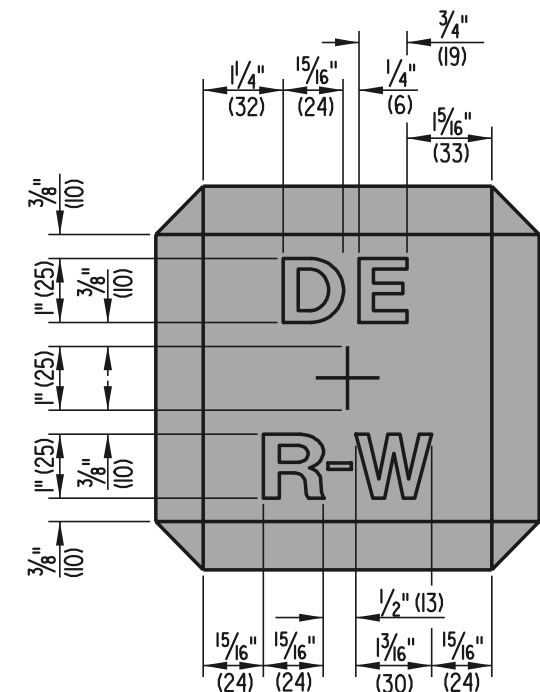
TOP



SECTION A-A



ELEVATION



TOP DETAIL

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



DELAWARE
DEPARTMENT OF TRANSPORTATION

CONCRETE MONUMENT

STANDARD NO.

M-2 (2001)

SHT. 1

OF 1

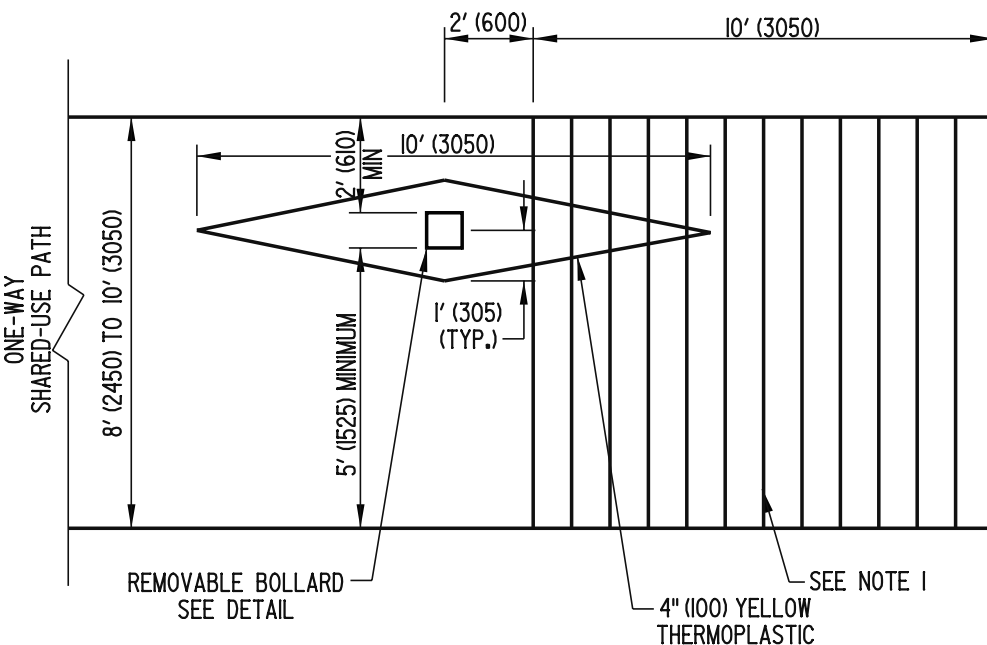
APPROVED

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

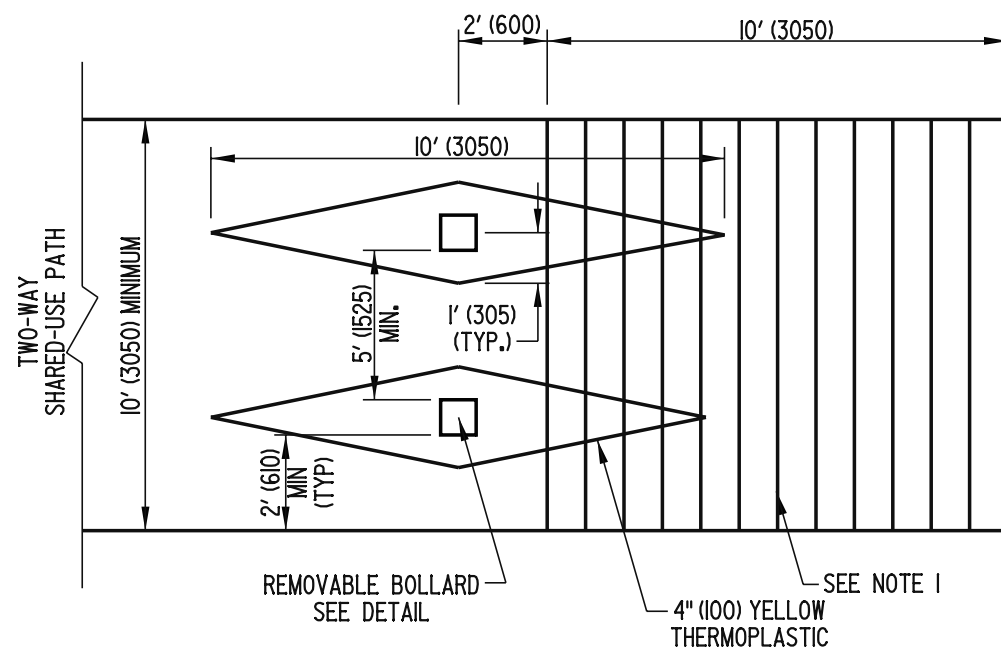
RECOMMENDED

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

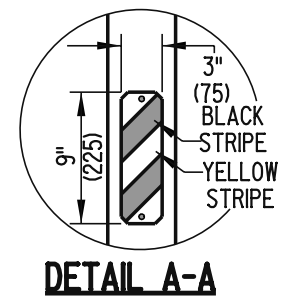
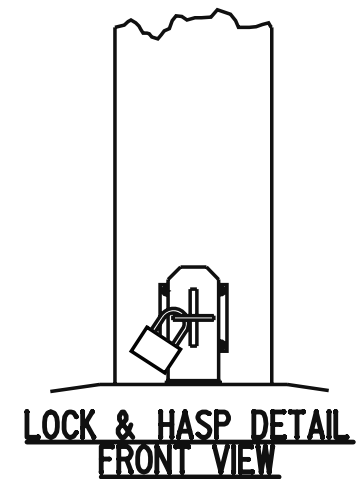
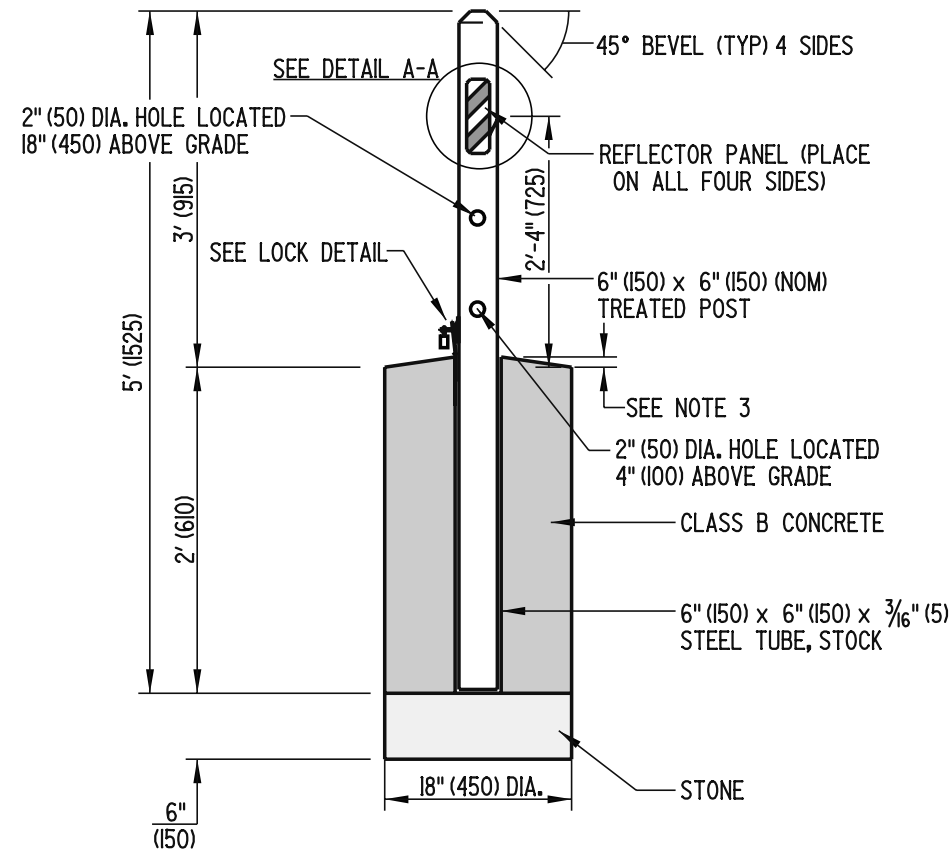
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**ONE-WAY SHARED USE
PATH INTERSECTION**



**TWO-WAY 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. IF THE SHARED USE PATH ENDS AT A ROADWAY OR RAILROAD CROSSING, THEN DETECTABLE WARNING TRUNCATED DOMES 24" (600) LONG AND THE FULL WIDTH OF THE PATH SHALL BE INSTALLED. SEE SHEET C-2.
3. 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.
4. BOLLARDS ARE NOT REQUIRED FOR A SHARED-USE PATH LESS THAN 8' (2450) WIDE.
5. SHAVE THE POST AS NECESSARY SO THAT IT WILL FIT IN THE STEEL TUBE.



DELAWARE
DEPARTMENT OF TRANSPORTATION

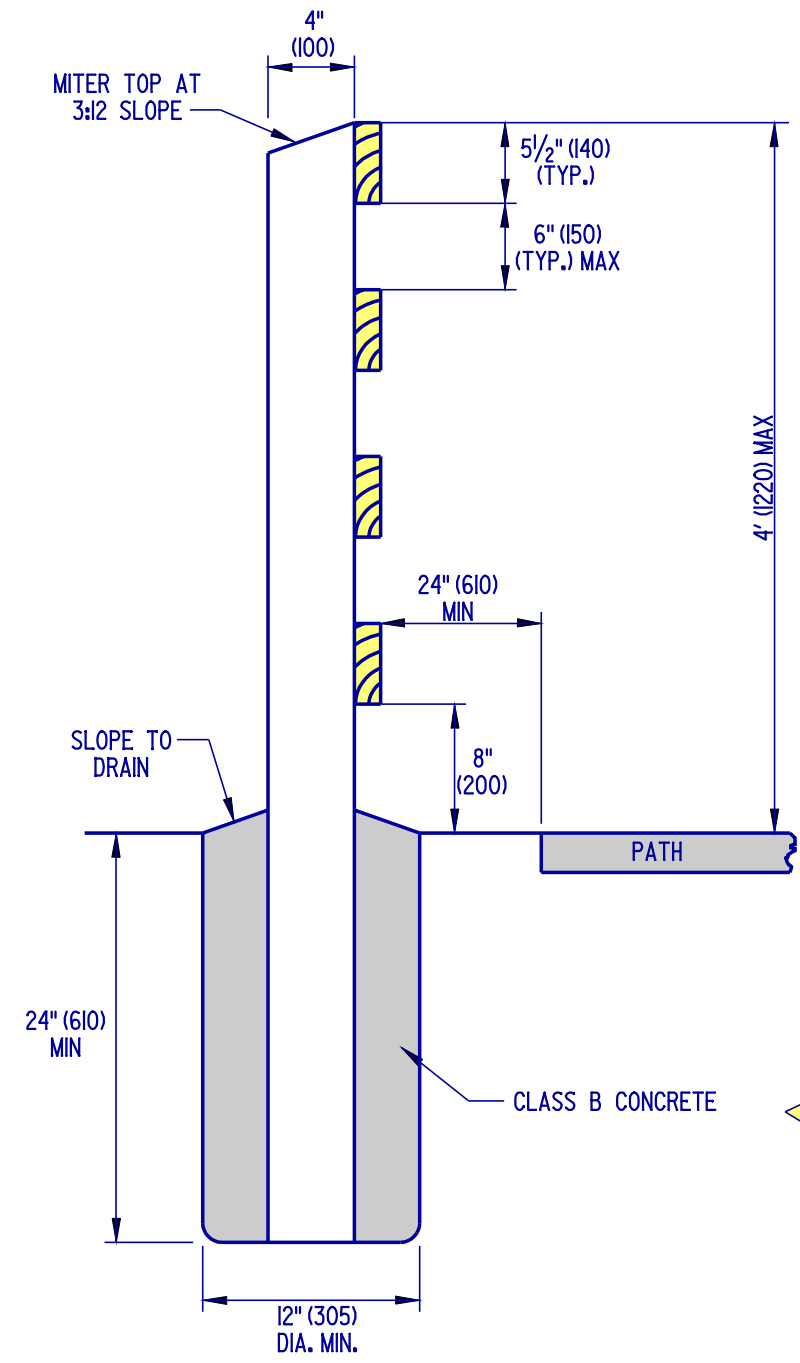
BOLLARD DETAILS

STANDARD NO. M-3 (2005)

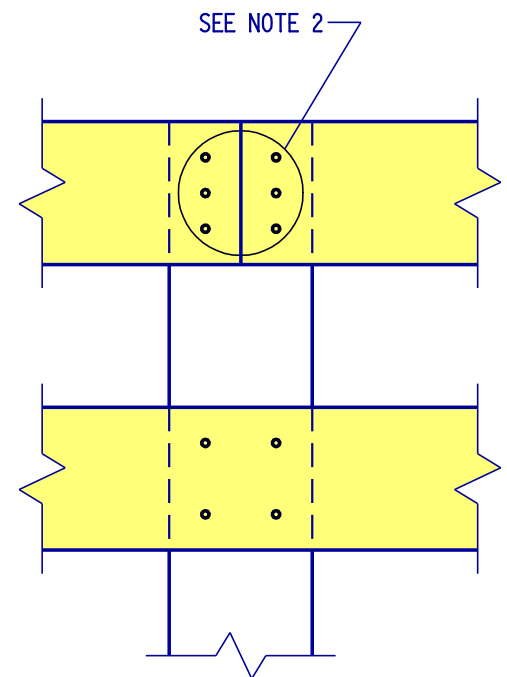
SHT. 1 OF 1

APPROVED *Carolann Wick* 12/5/05
CHIEF ENGINEER DATE
RECOMMENDED *James M. O'Brien* 11/29/05
DESIGN ENGINEER DATE

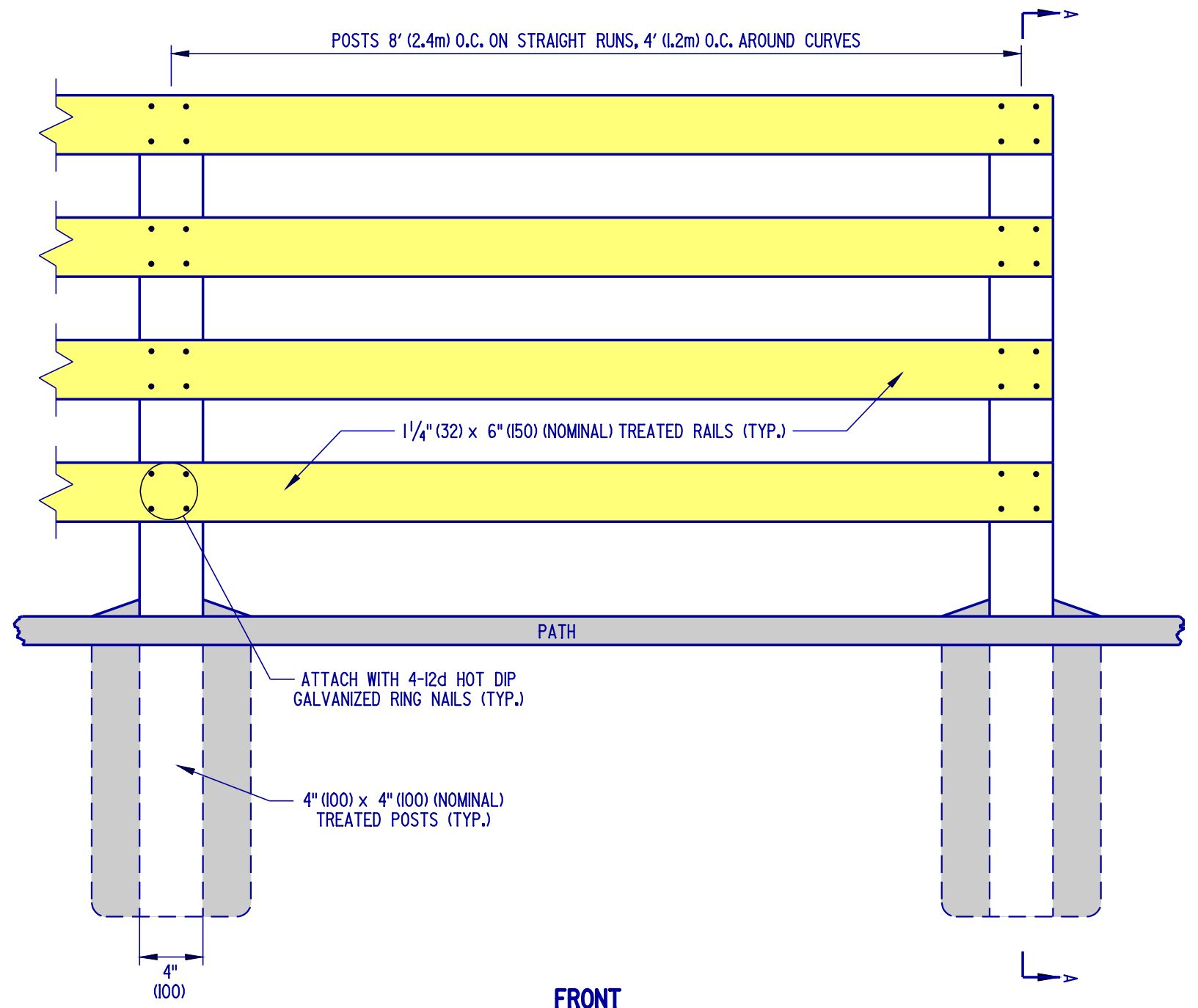
SCALE : N.T.S.



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.

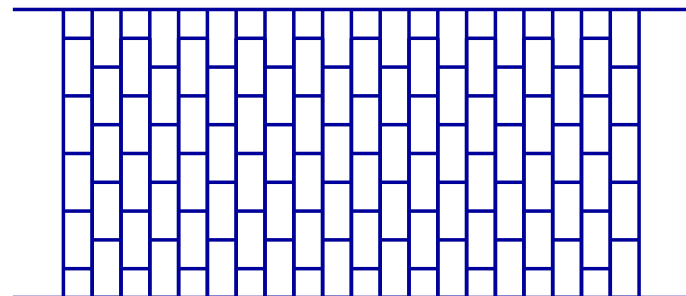


DELAWARE
DEPARTMENT OF TRANSPORTATION

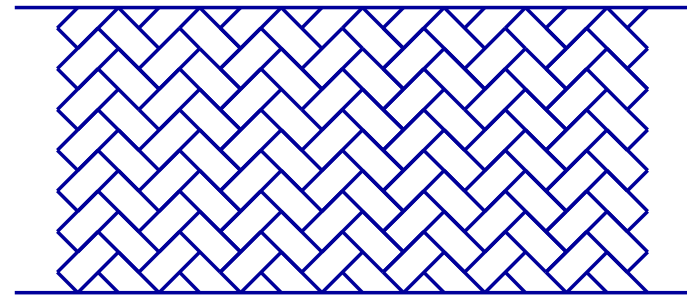
WOOD RAIL FENCE DETAILS

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



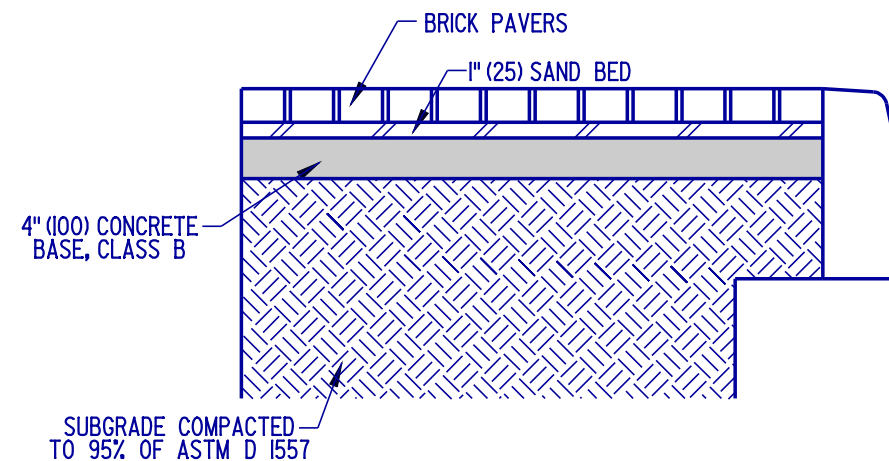
4" (100) x 8" (200) RUNNING BOND PATTERN



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

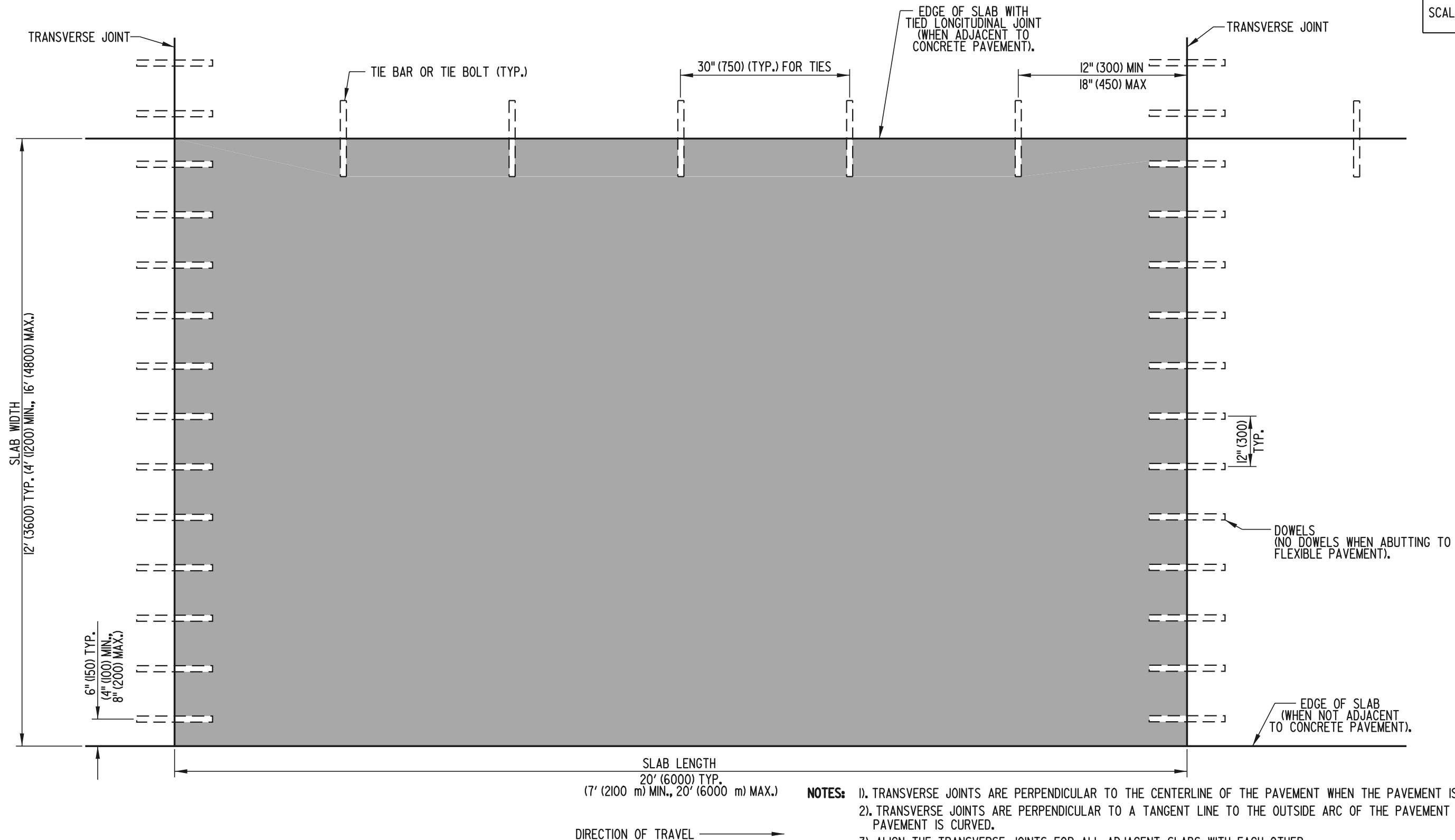
APPROVED

Carolann Wicks 1/10/05
CHIEF ENGINEER DATE

RECOMMENDED

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

SCALE : N.T.S.



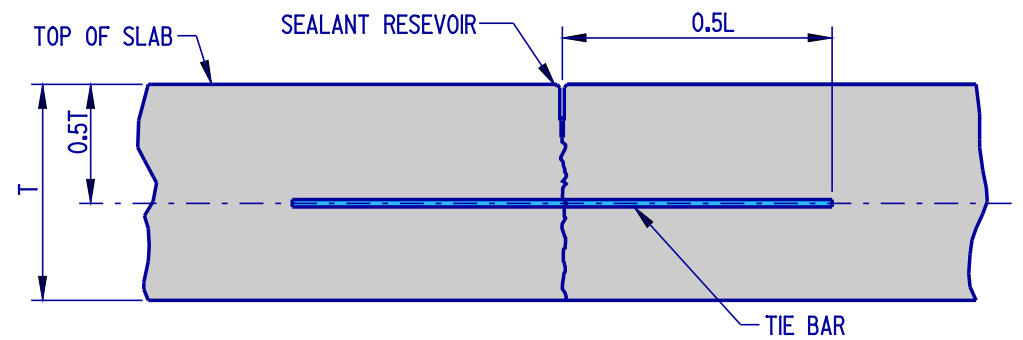
- NOTES:**
- 1). TRANSVERSE JOINTS ARE PERPENDICULAR TO THE CENTERLINE OF THE PAVEMENT WHEN THE PAVEMENT IS STRAIGHT.
 - 2). TRANSVERSE JOINTS ARE PERPENDICULAR TO A TANGENT LINE TO THE OUTSIDE ARC OF THE PAVEMENT WHEN THE PAVEMENT IS CURVED.
 - 3). ALIGN THE TRANSVERSE JOINTS FOR ALL ADJACENT SLABS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

SLAB PLAN (WITH DOWEL AND TIE LOCATIONS)

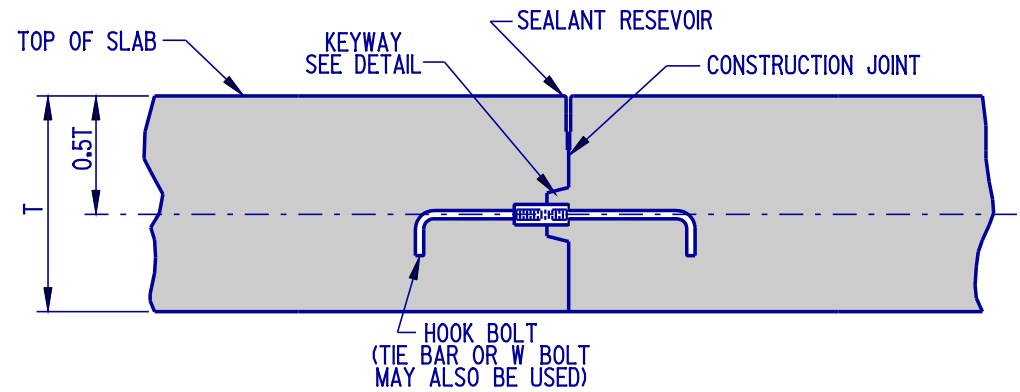


DELAWARE
DEPARTMENT OF TRANSPORTATION

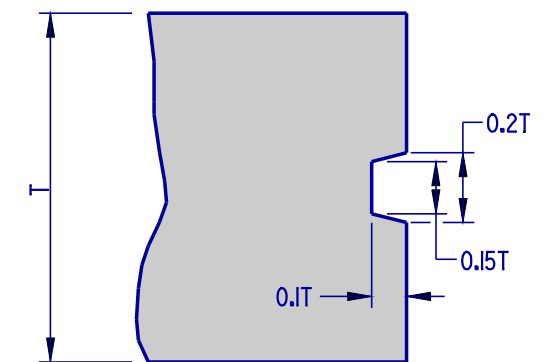
P.C.C. PAVEMENT				APPROVED	6/18/01
STANDARD NO.	P-1 (2001)	SHT.	1	OF	5
				RECOMMENDED	6/18/01



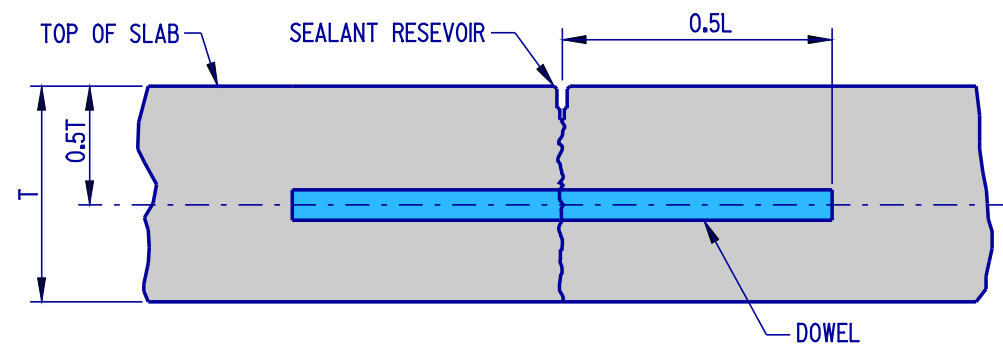
LONGITUDINAL SAW-CUT JOINT DETAIL



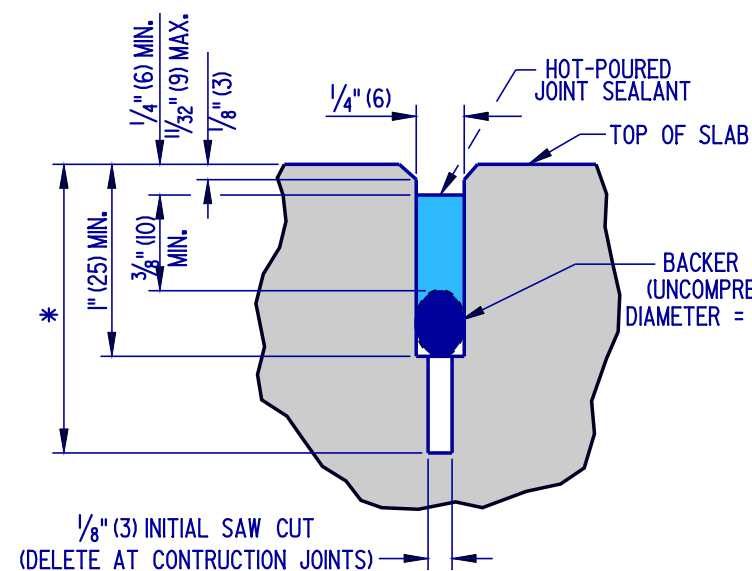
LONGITUDINAL CONSTRUCTION JOINT DETAIL



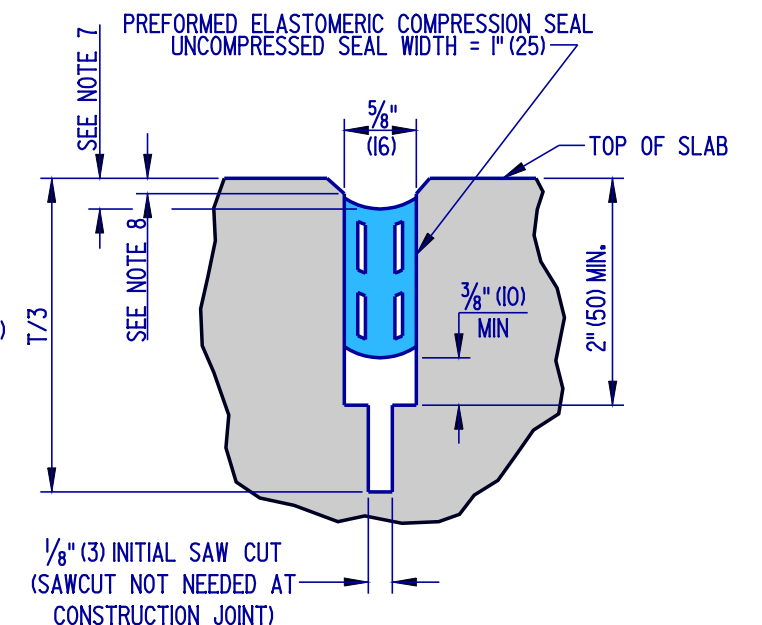
KEYWAY DETAIL



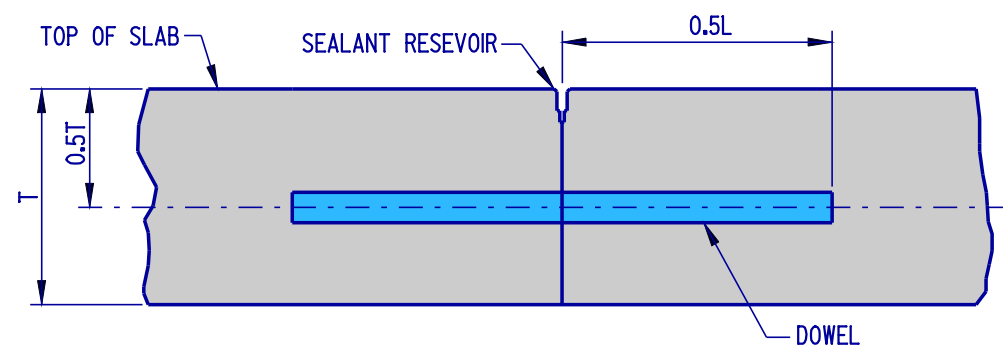
TRANSVERSE SAW-CUT JOINT DETAIL



**SEALANT DETAIL-
LONGITUDINAL JOINT**



**SEALANT DETAIL-
TRANSVERSE JOINT**



TRANSVERSE CONSTRUCTION JOINT DETAIL

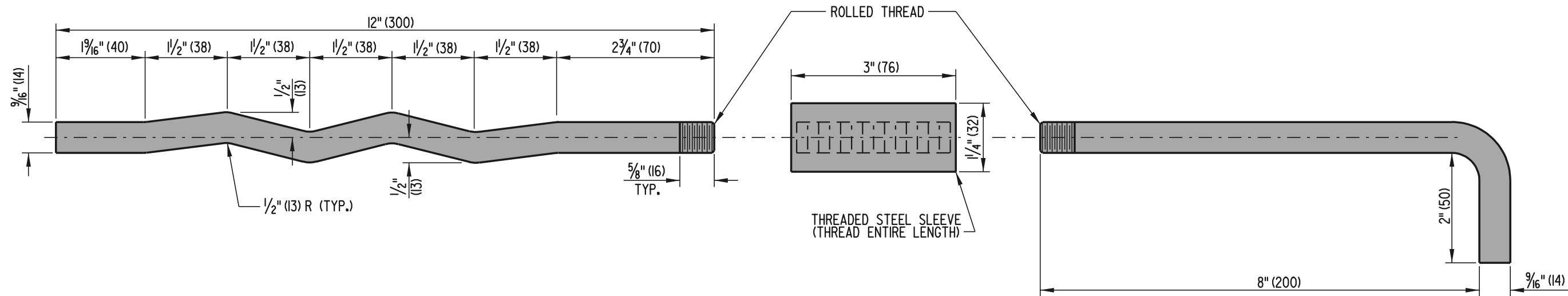
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NOTES:

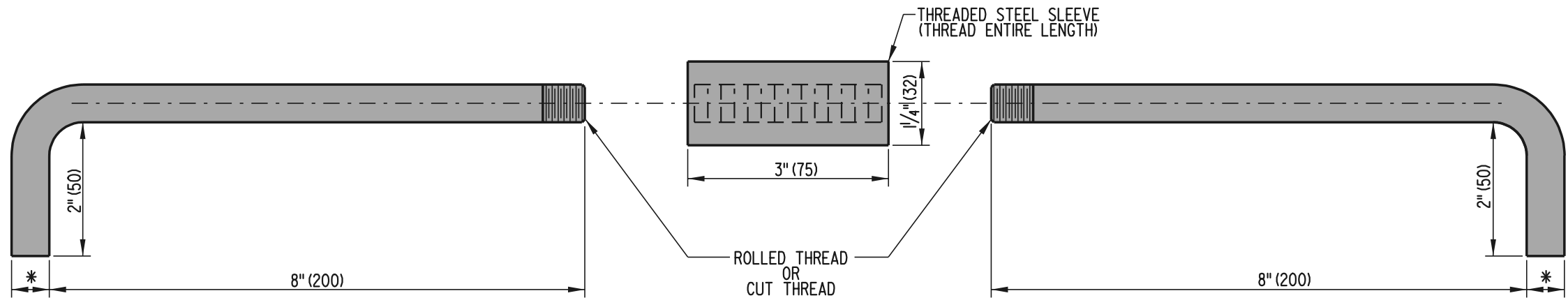
- 1). AS DIMENSIONED, THE WIDTH OF THE TRANSVERSE SEALANT RESERVOIR IS APPLICABLE WHEN THE TEMPERATURE OF THE PAVEMENT SURFACE IS BETWEEN 60°F (16°C) AND 80°F (27°C). WHEN THE TEMPERATURE IS BELOW 60°F (16°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16\"/>

JOINT AND SEALANT DETAILS

 DELAWARE DEPARTMENT OF TRANSPORTATION	P.C.C.PAVEMENT			APPROVED <i>Carolann Wick</i> 1/10/05 <small>CHIEF ENGINEER DATE</small>
	STANDARD NO. P-1 (2004)	SHT. 2	OF 5	
				RECOMMENDED <i>Dennis M. O'Flaherty</i> 1/13/05 <small>DESIGN ENGINEER DATE</small>

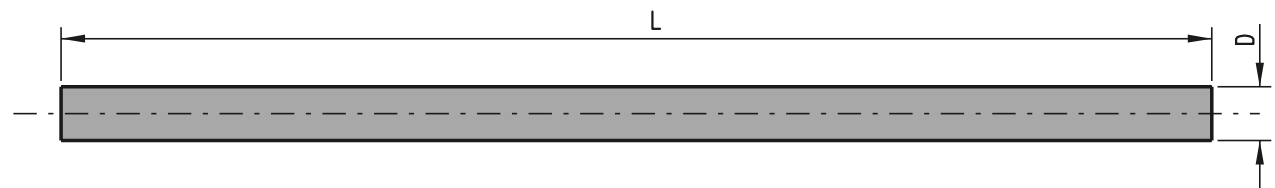


W BOLT



HOOK BOLT

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



DOWEL & TIE BAR

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



DELAWARE
DEPARTMENT OF TRANSPORTATION

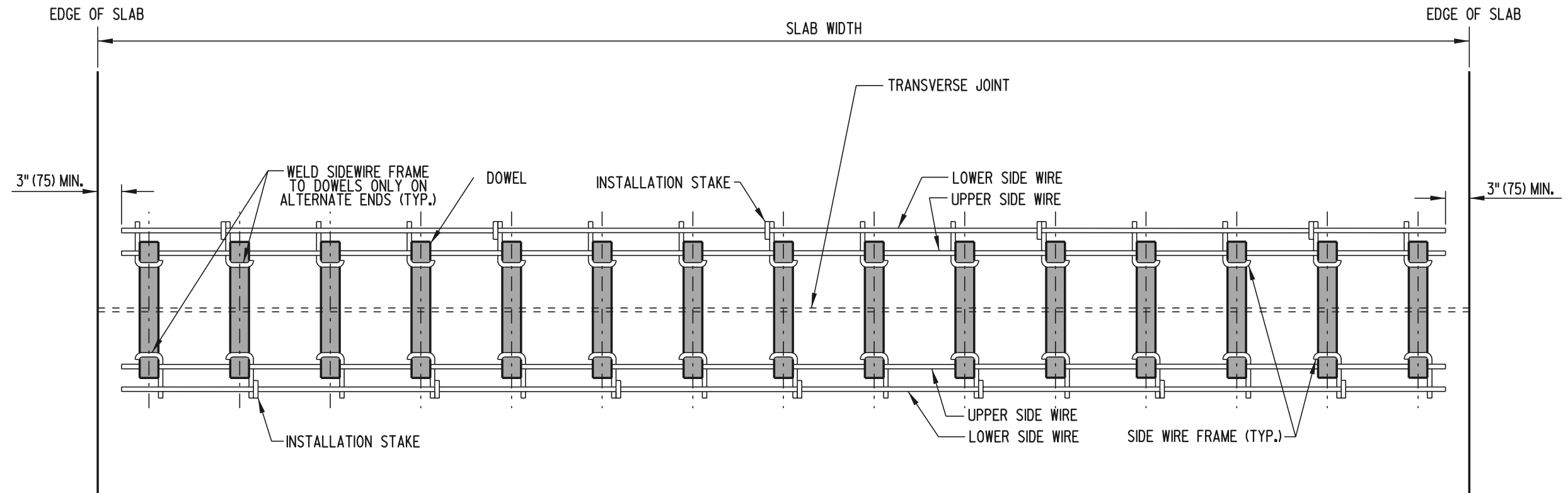
P.C.C. PAVEMENT

STANDARD NO. P-1 (2001)

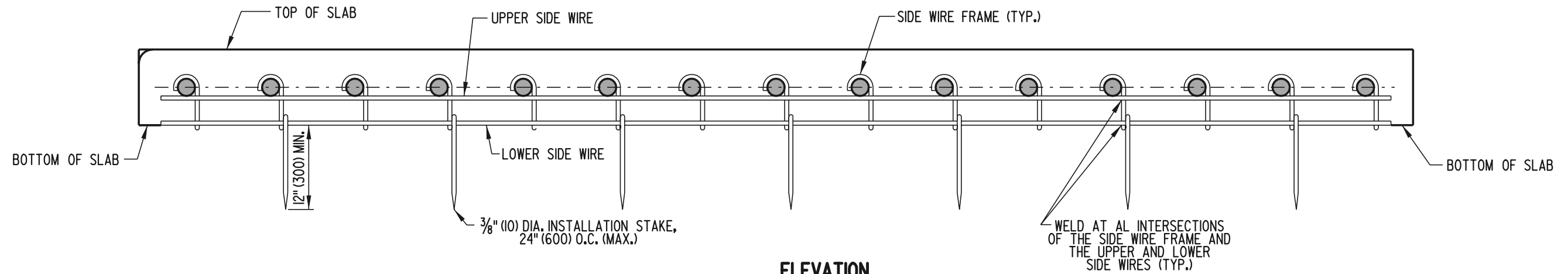
SHT. 3 OF 5

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

SCALE : N.T.S.



PLAN



ELEVATION

DOWEL SUPPORT BASKET



**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT

STANDARD NO. P-1 (2001)

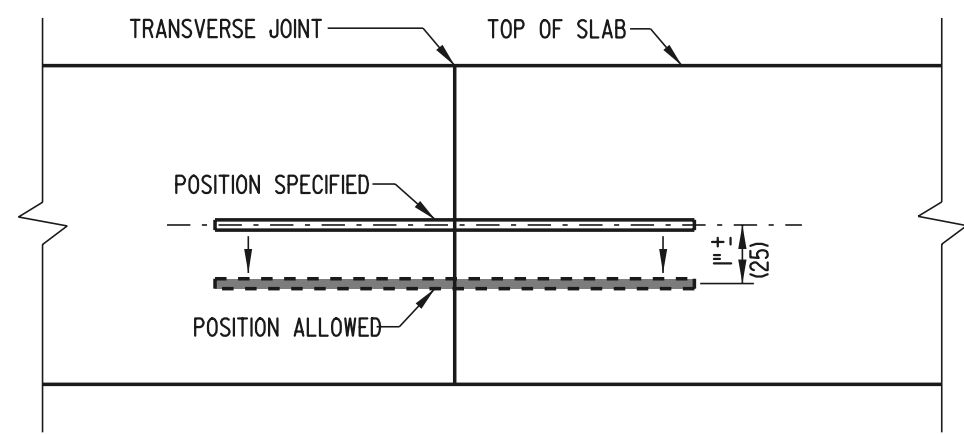
SHT. 4 OF 5

APPROVED

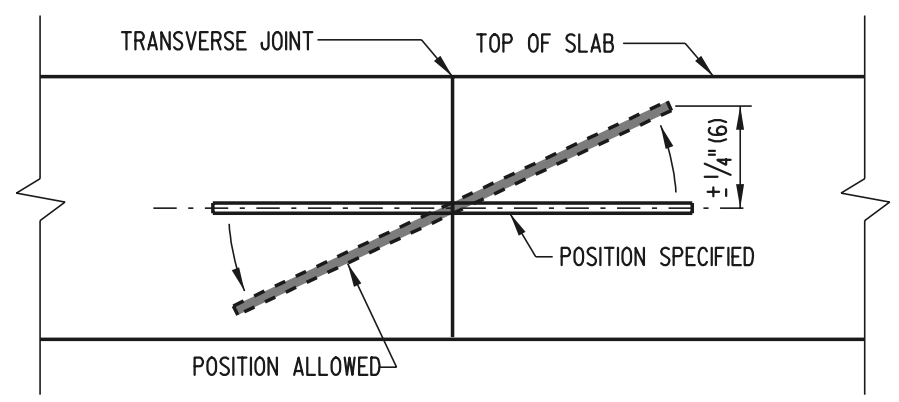
Ryan M. Harkness **6/18/01**
CHIEF ENGINEER DATE

RECOMMENDED

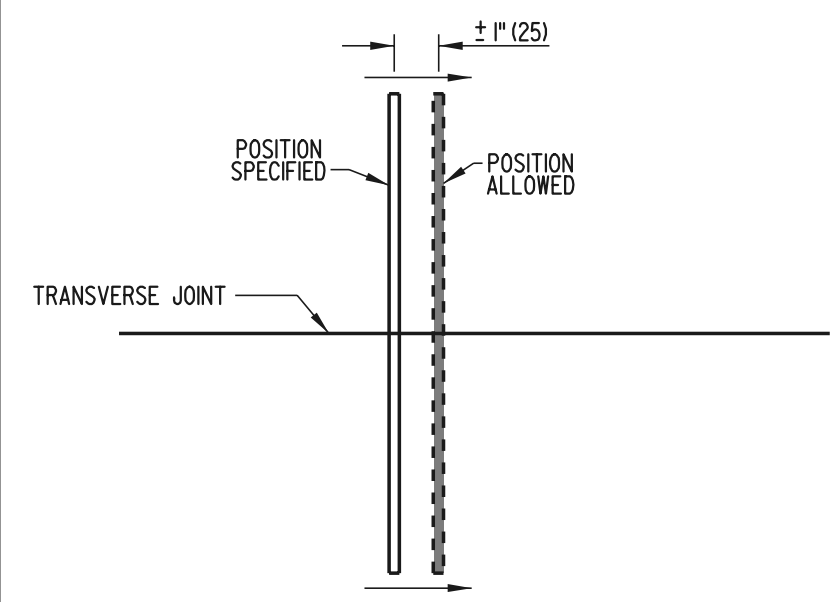
Michael P. Gotsch **6/18/01**
DESIGN ENGINEER DATE



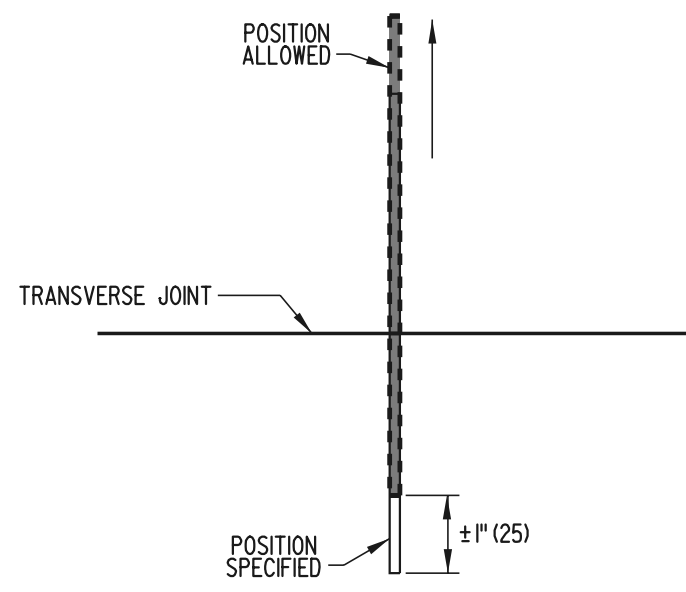
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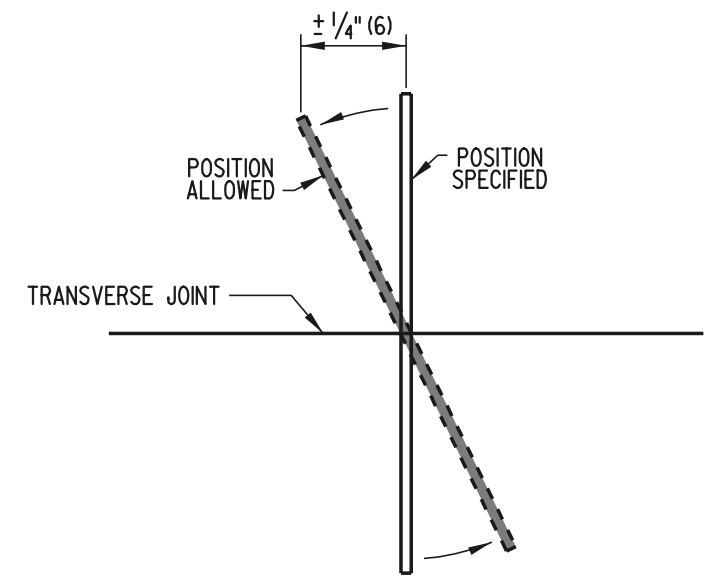
VERTICAL ROTATION



HORIZONTAL TRANSLATION




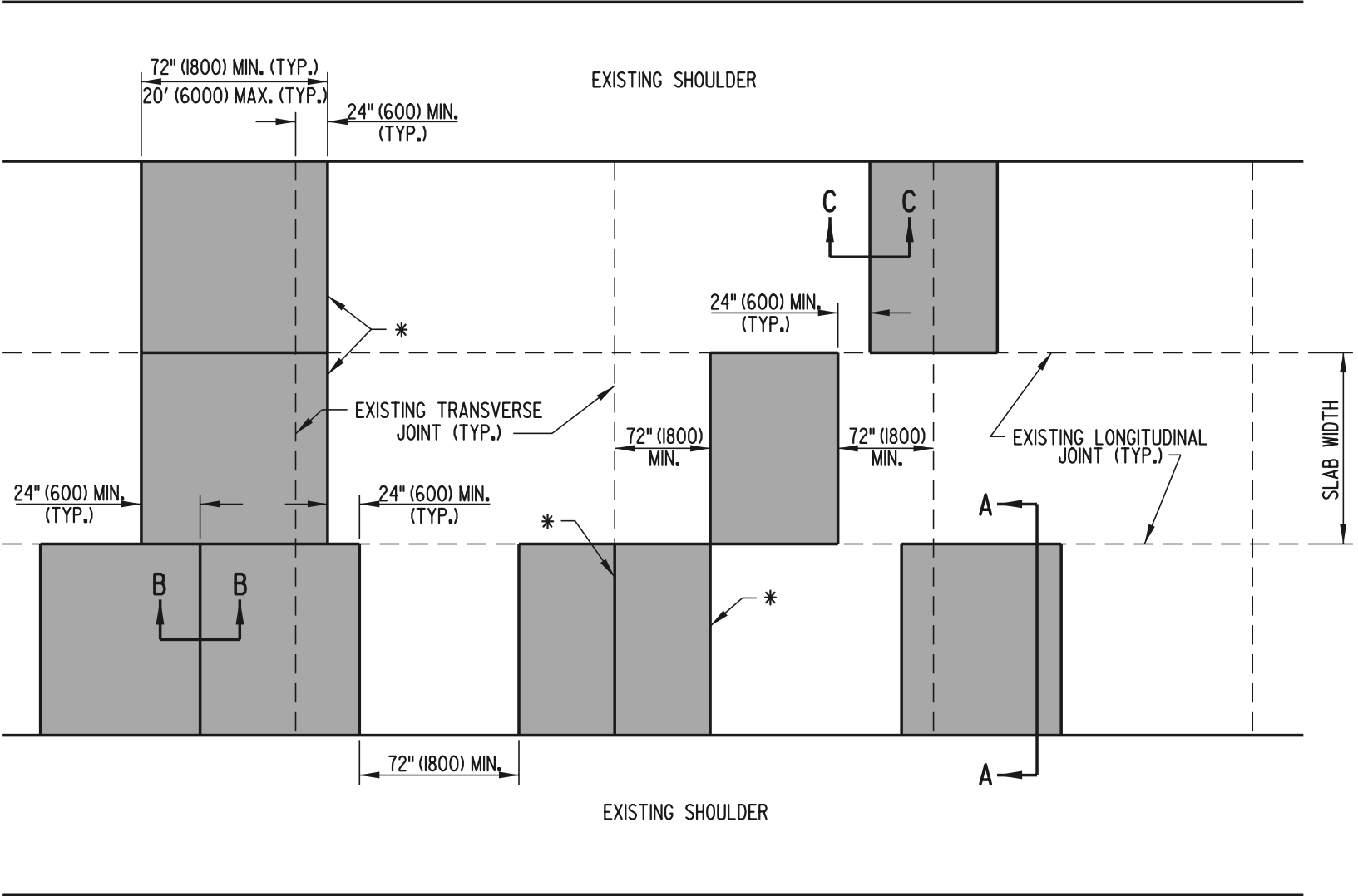
LONGITUDINAL TRANSLATION



HORIZONTAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES

 DELAWARE DEPARTMENT OF TRANSPORTATION	P.C.C. PAVEMENT			APPROVED <i>Ryan M. Harkness</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. Gotsch</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



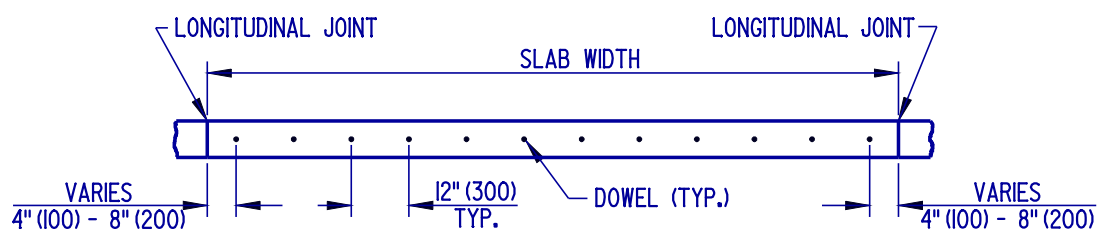
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT PATCHING

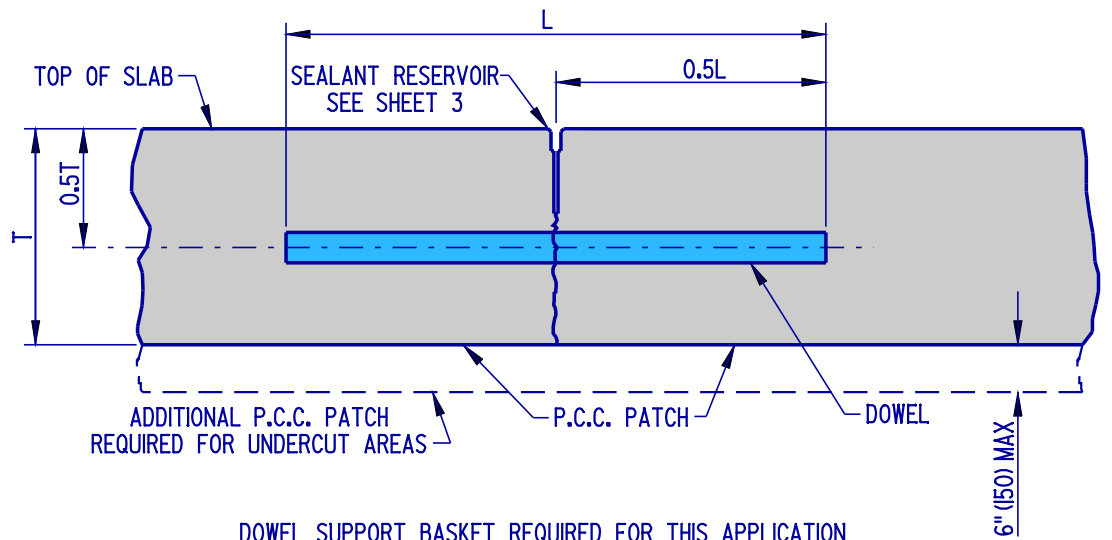
STANDARD NO. P-2 (2001)

SHT. 1 OF 5

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



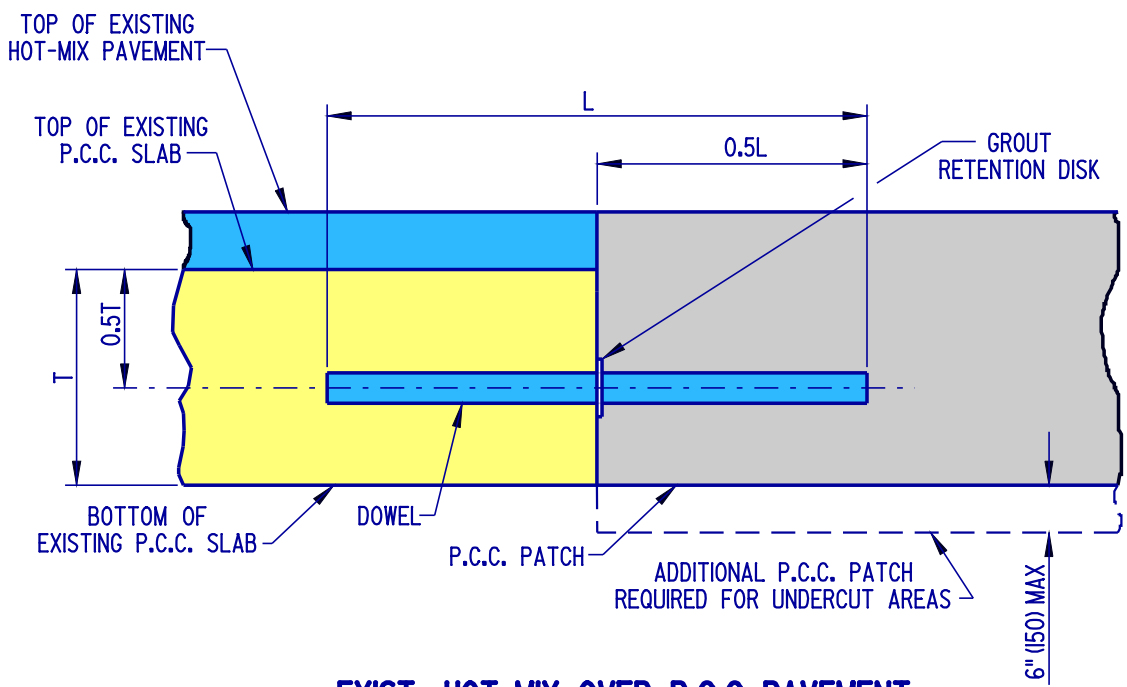
SECTION A-A



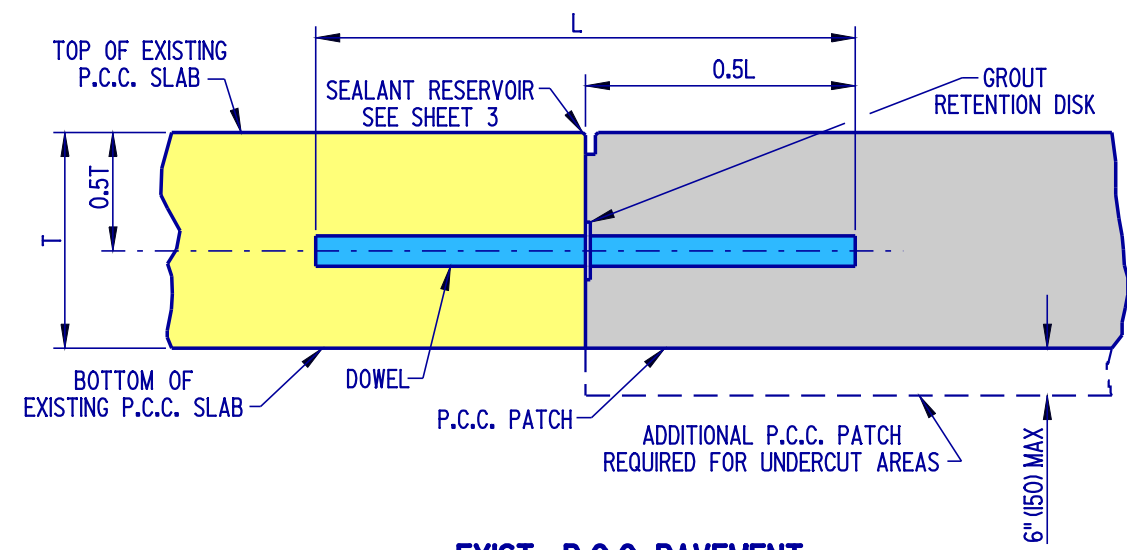
DOWEL SUPPORT BASKET REQUIRED FOR THIS APPLICATION
(REFER TO STANDARD CONSTRUCTION DETAIL FOR P.C.C. PAVEMENT.)

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

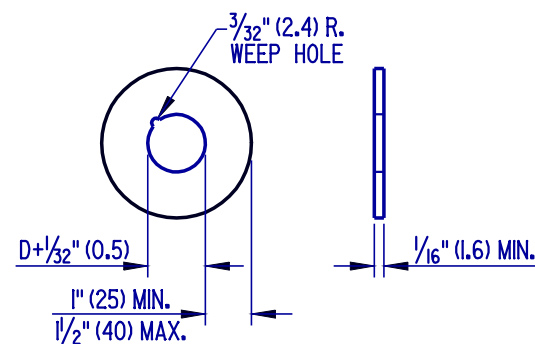
APPROVED

Carolann Wicks
CHIEF ENGINEER
DATE 1/10/05

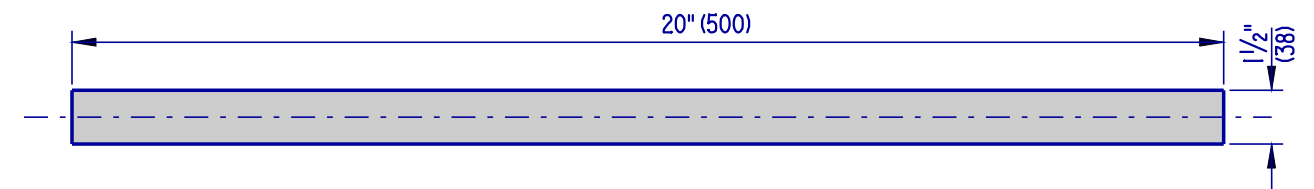
RECOMMENDED

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

SEALANT DETAIL- TRANSVERSE CONSTRUCTION JOINT



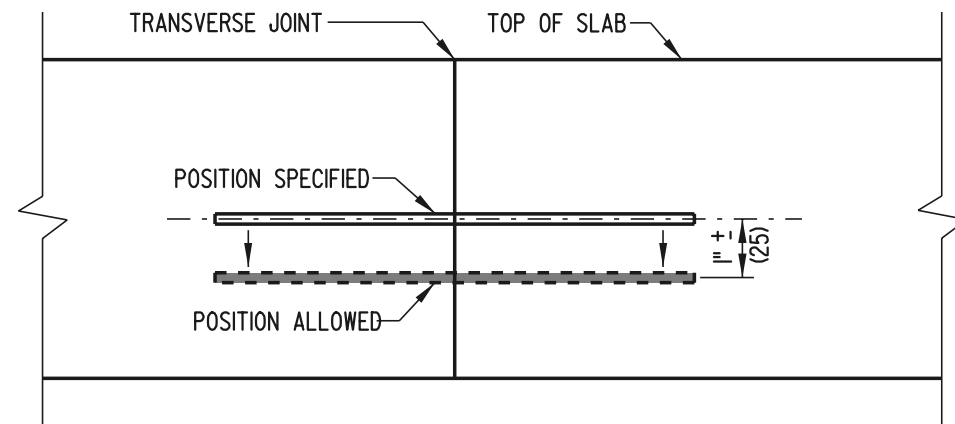
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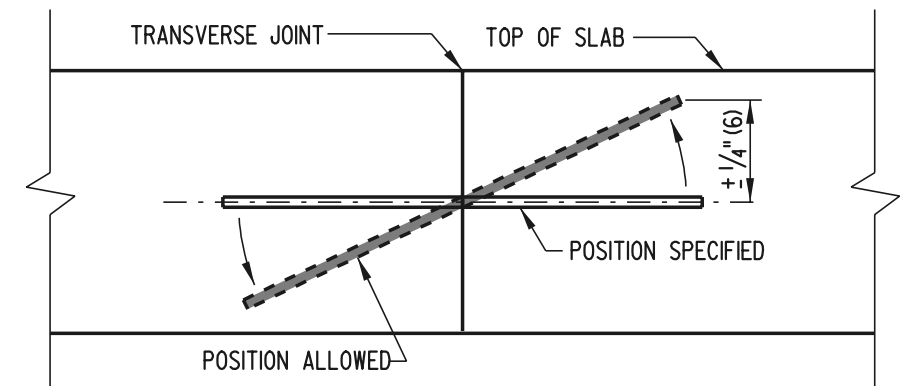
DOWEL BAR

- 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/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.

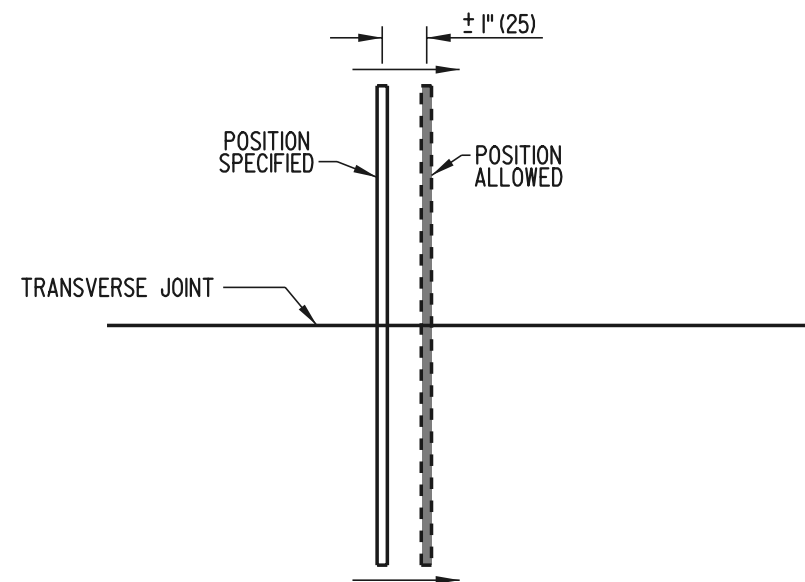
FULL DEPTH PATCH



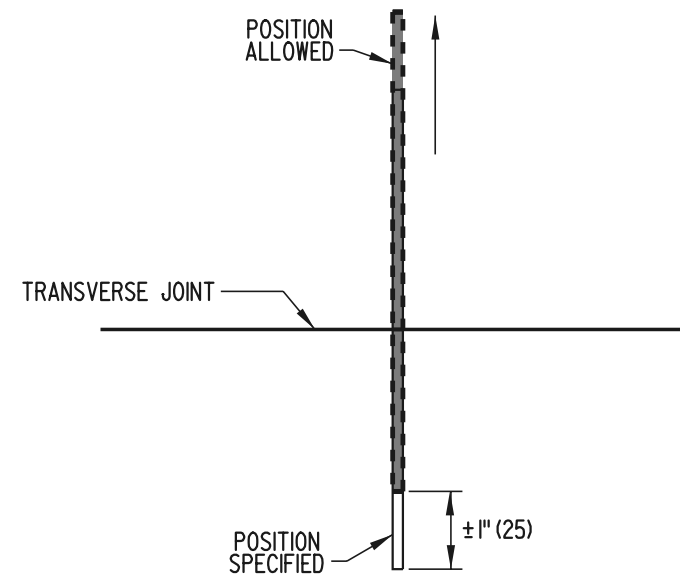
VERTICAL TRANSLATION



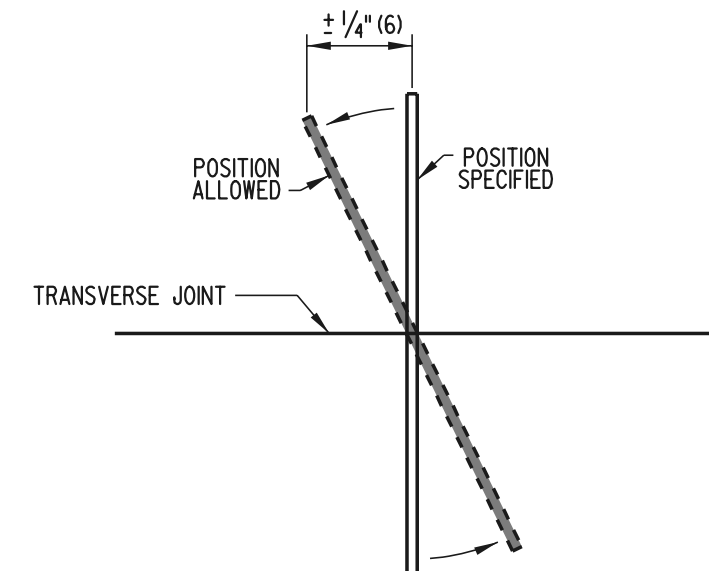
VERTICAL ROTATION



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)

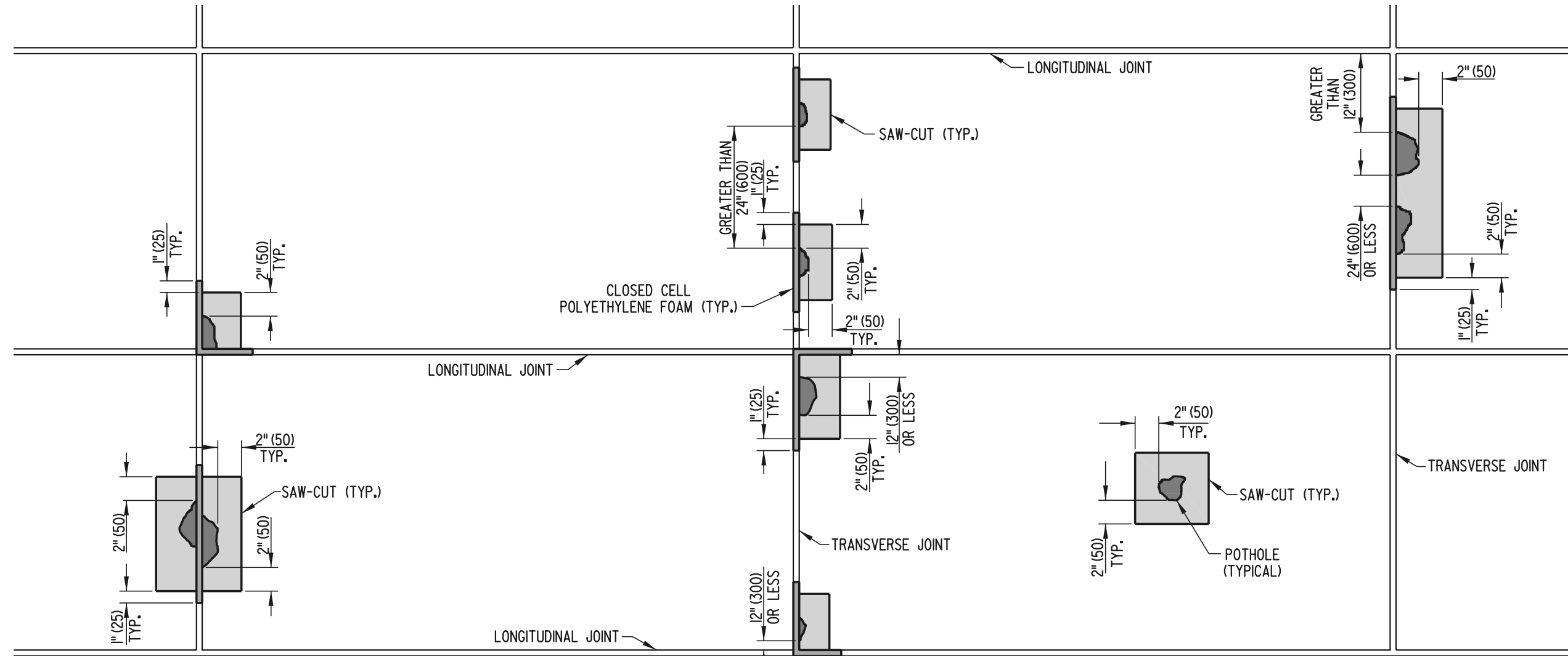
SHT. 4 OF 5

APPROVED

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

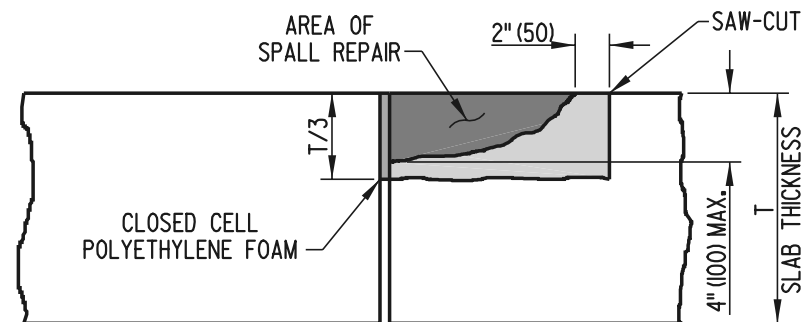
RECOMMENDED

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

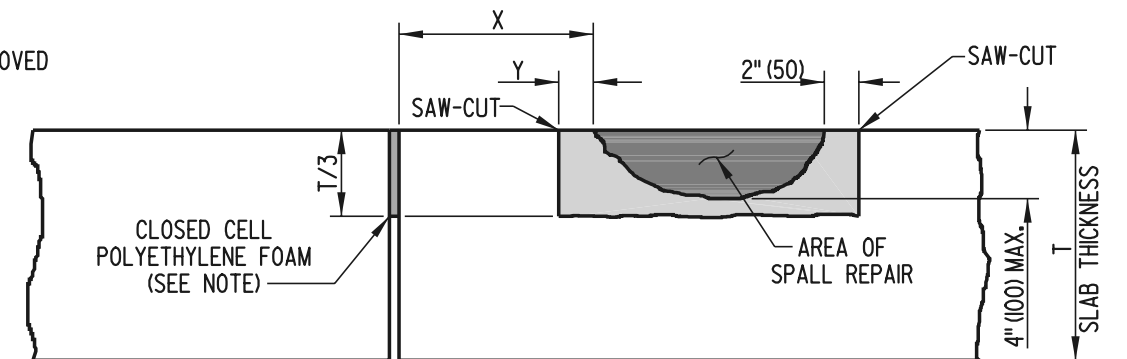


PLAN

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



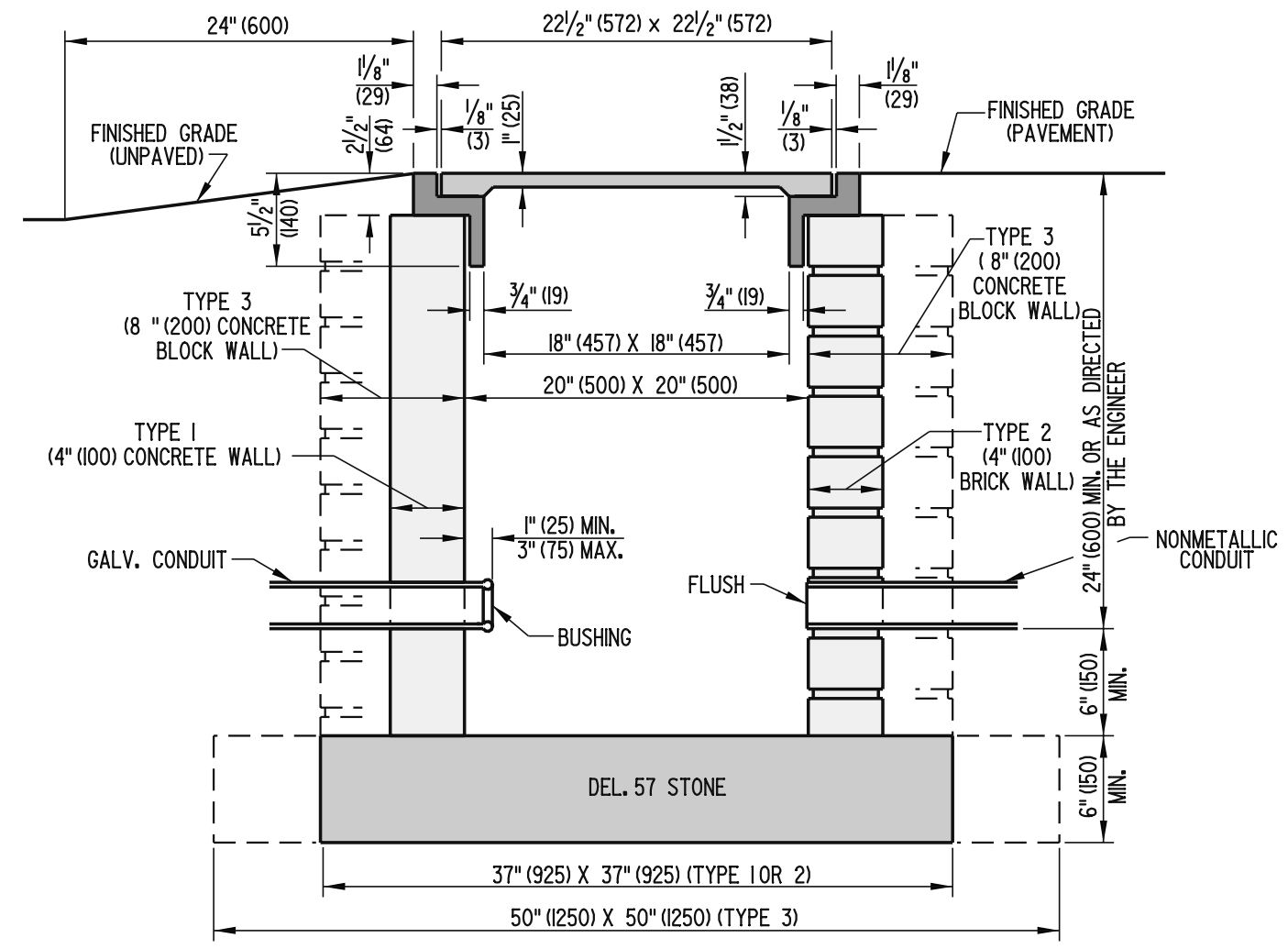
**DELAWARE
DEPARTMENT OF TRANSPORTATION**

P.C.C. PAVEMENT PATCHING

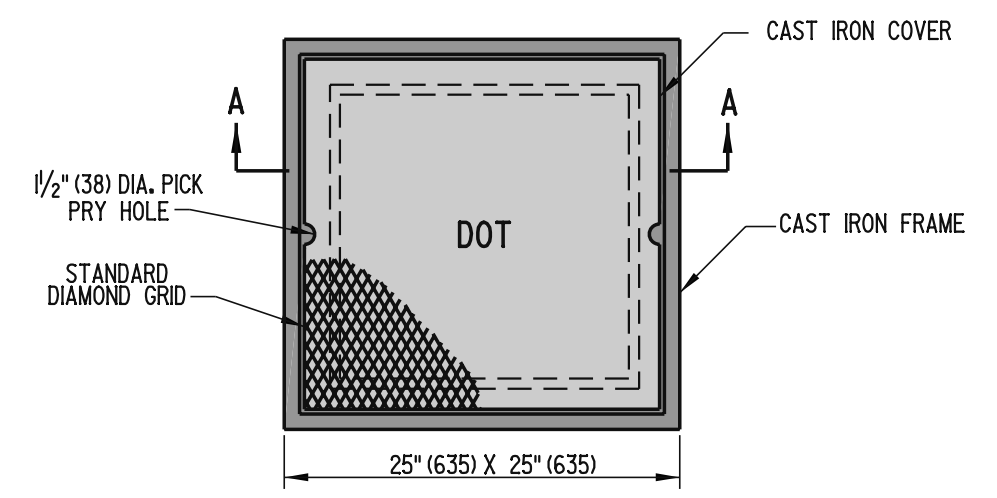
STANDARD NO. P-2 (2001)

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

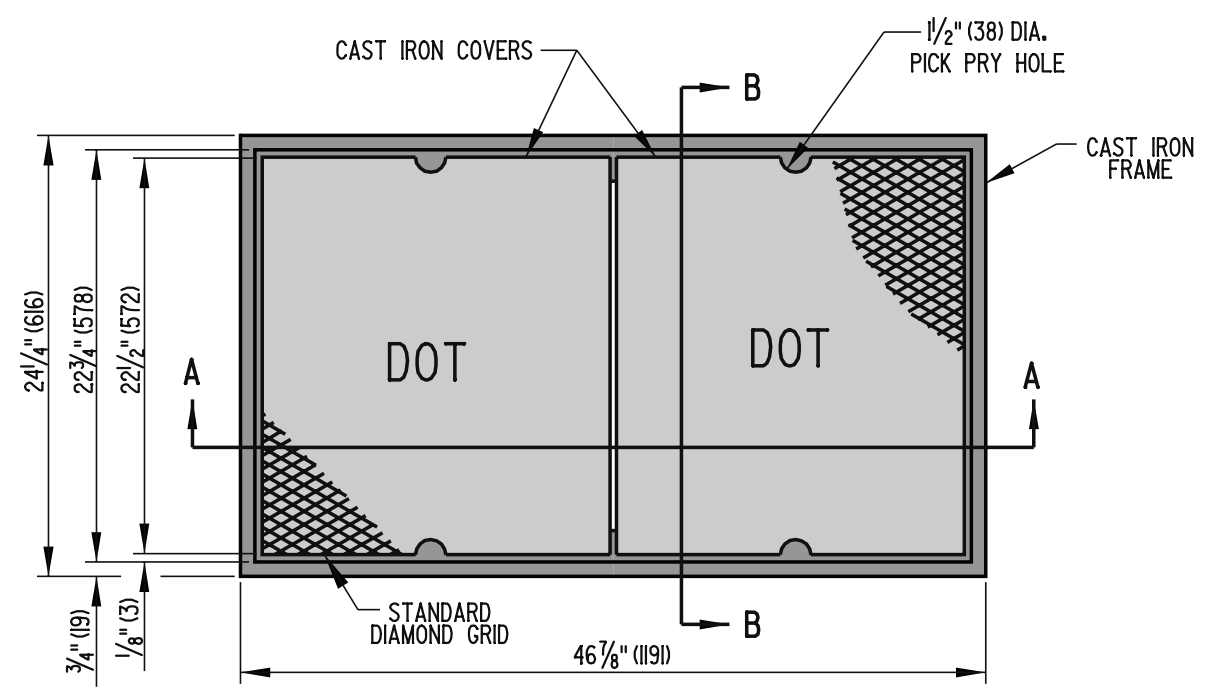
- NOTES:**
1. TYPE 1 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" (125) DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
 2. TYPE 2 AND TYPE 3 CONDUIT JUNCTION WELLS SHALL BE BRICK AND WILL CONFORM TO STANDARD SPECIFICATIONS FOR 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.



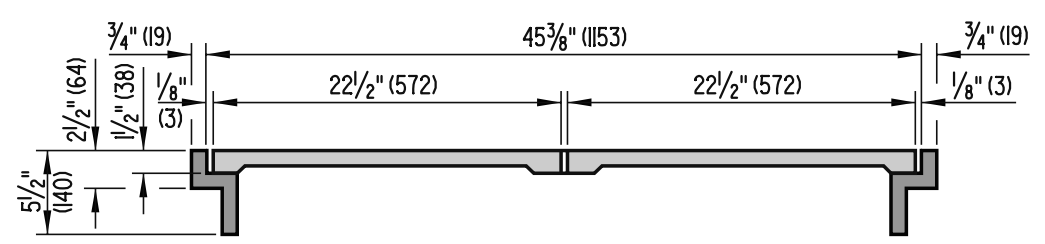
DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPES 1, 2, AND 3			
STANDARD NO.	T-1 (2005)	SHT.	1 OF 1

APPROVED *Carolann Wick* **12/5/05**
CHIEF ENGINEER DATE
RECOMMENDED *James M. O'Brien* **11/29/05**
DESIGN ENGINEER DATE

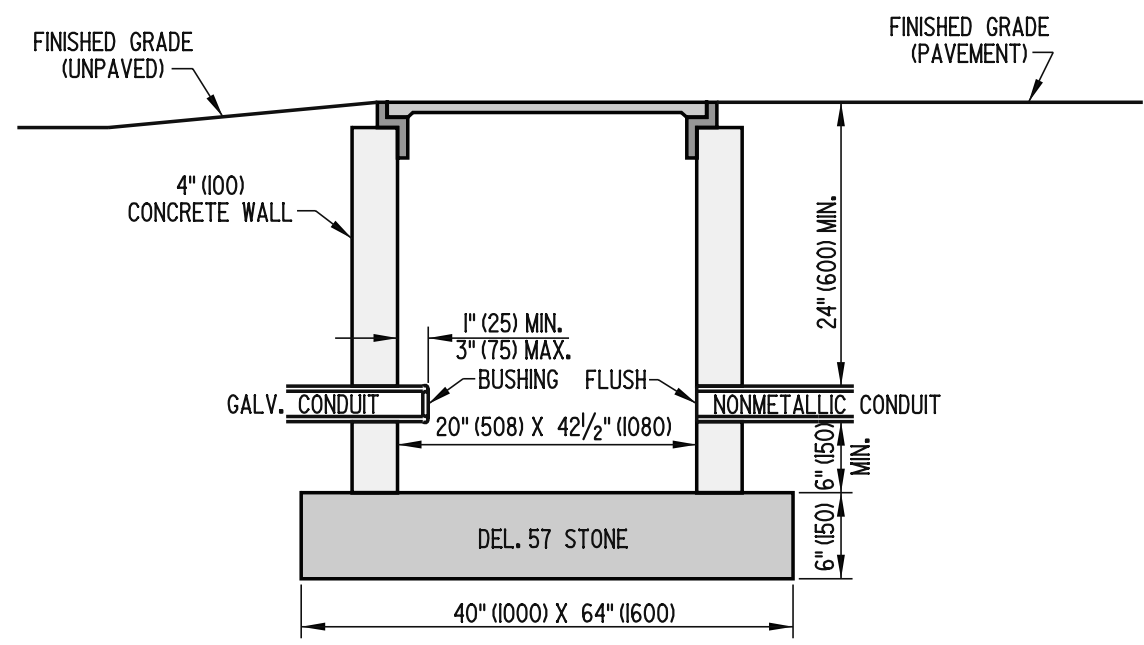


PLAN VIEW




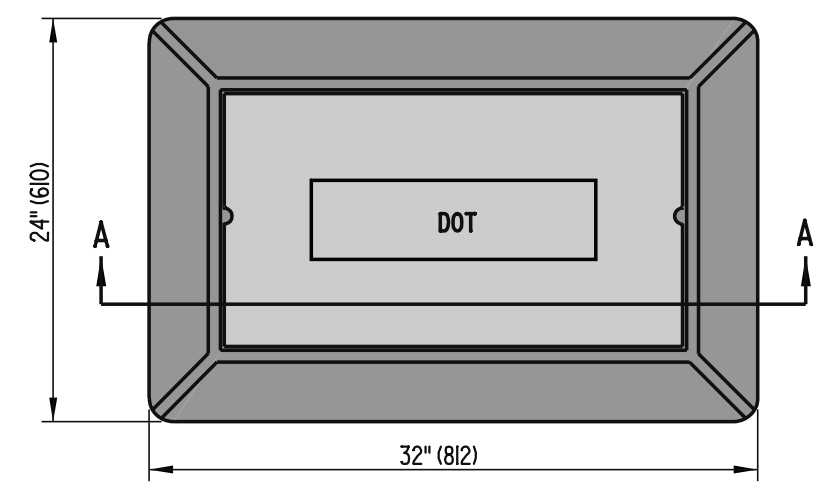
SECTION A-A

- 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.



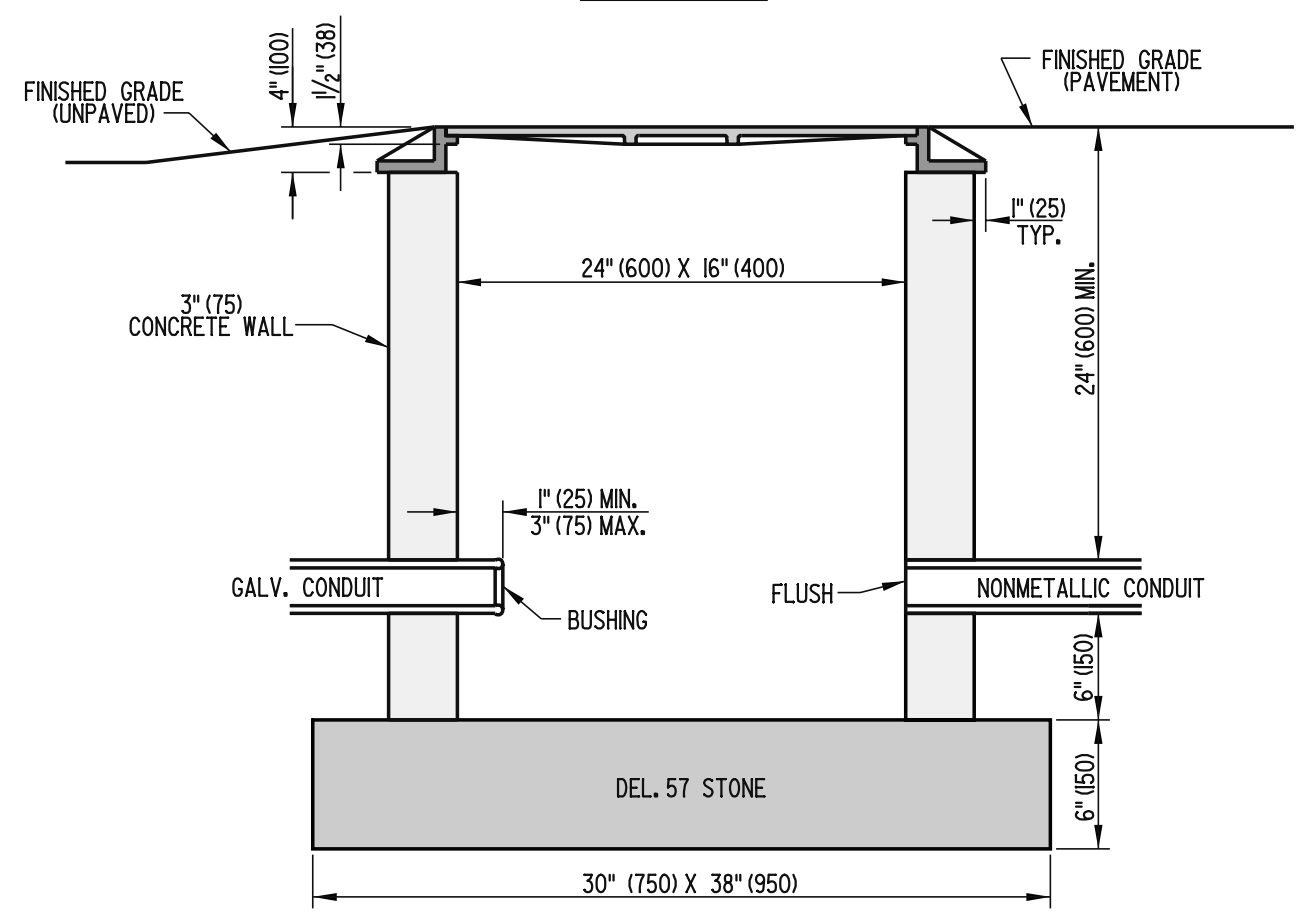
SECTION B-B

 DELAWARE DEPARTMENT OF TRANSPORTATION	CONDUIT JUNCTION WELL, TYPE 4			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-2 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE




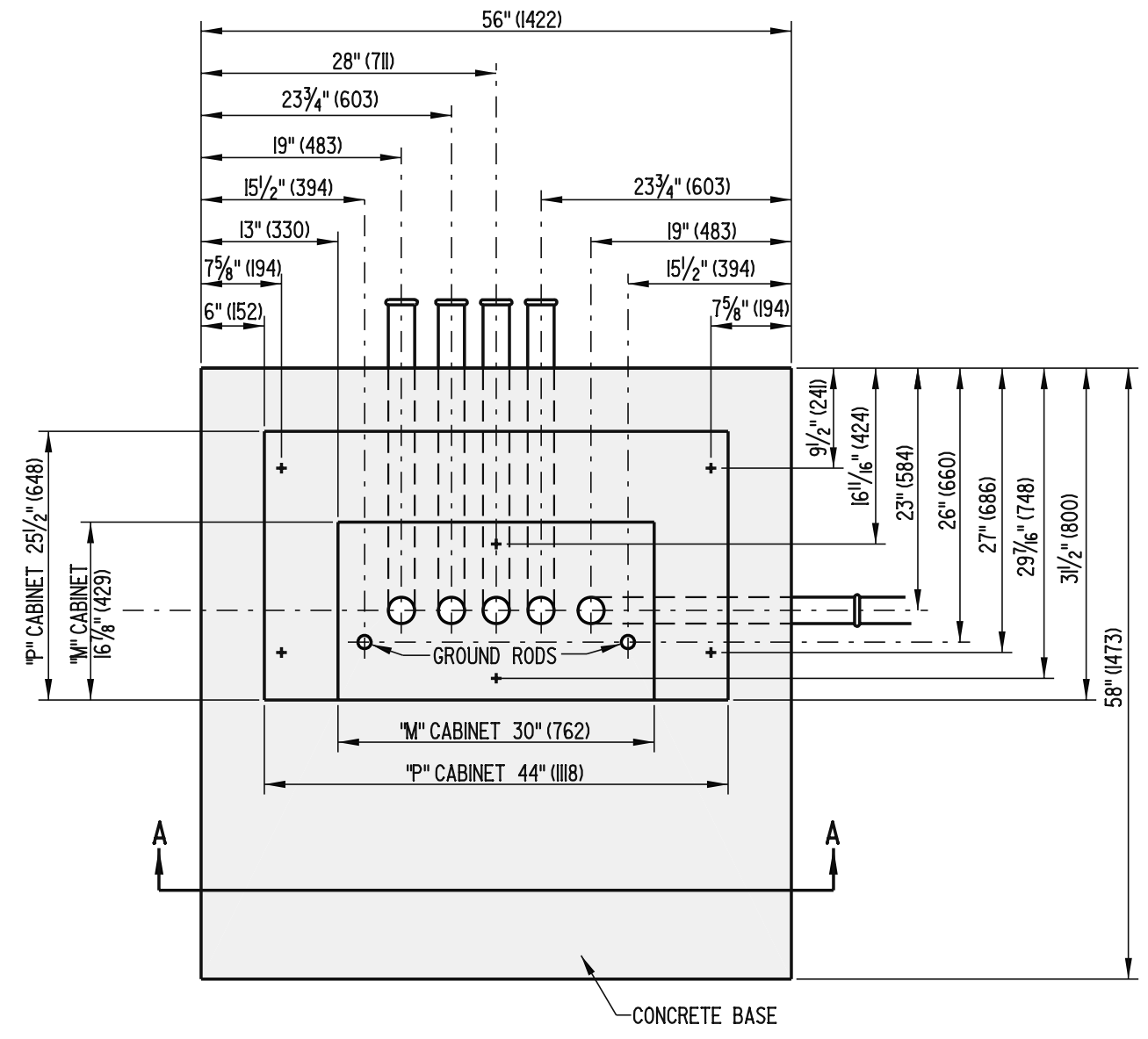
PLAN VIEW

- 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.

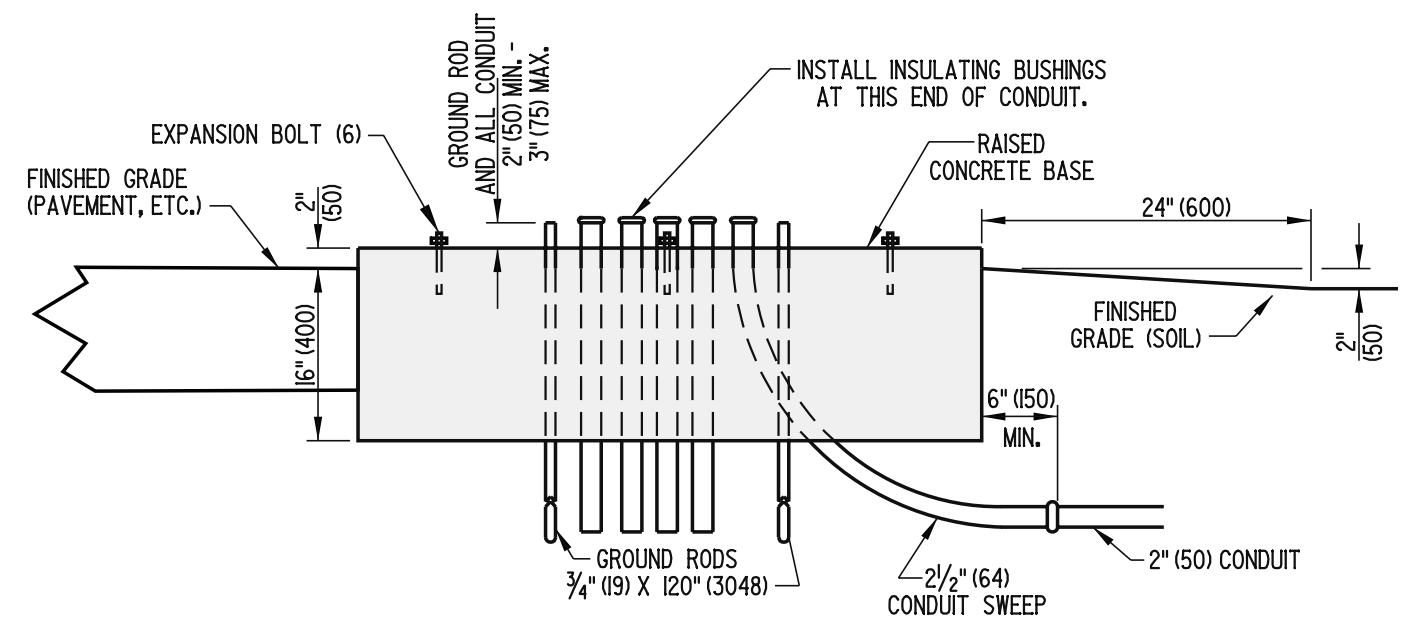


SECTION A-A

 DELAWARE DEPARTMENT OF TRANSPORTATION	CONDUIT JUNCTION WELL, TYPE 5			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-3 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE




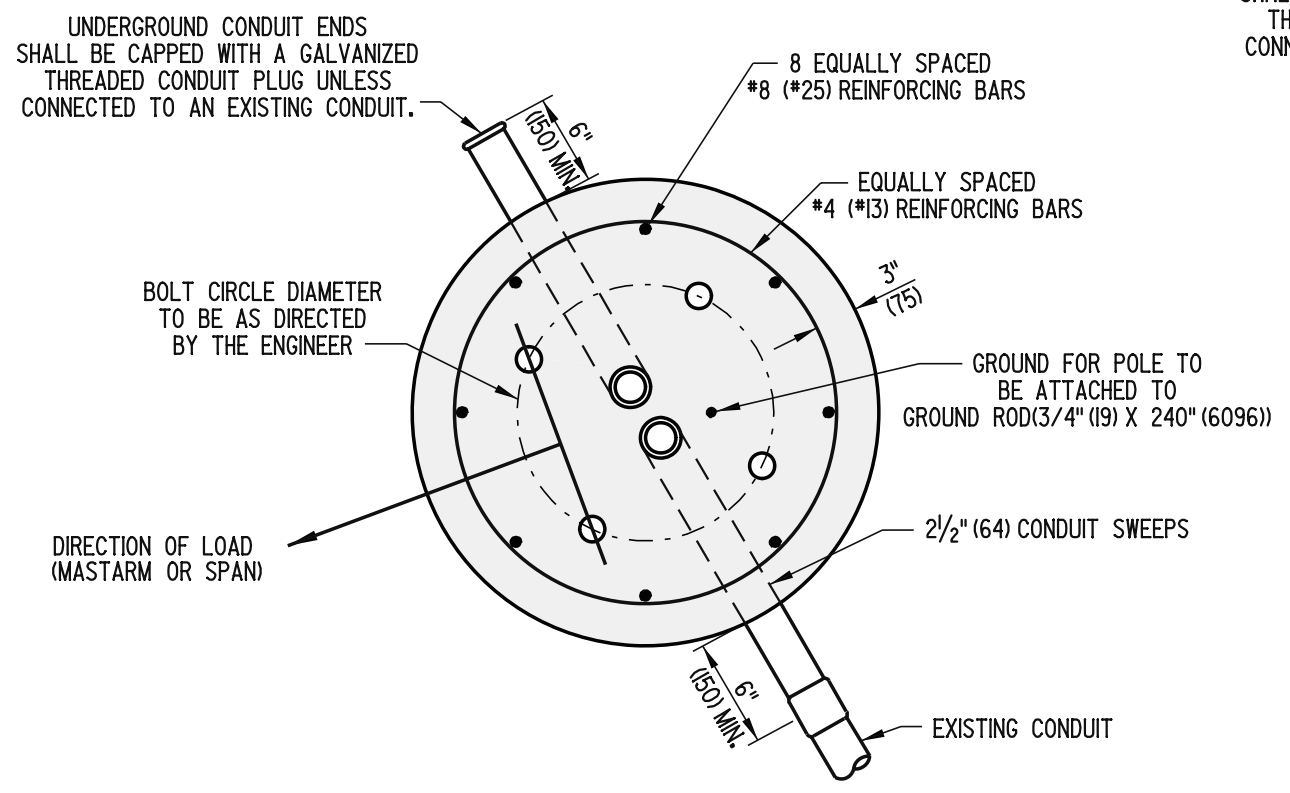
PLAN VIEW



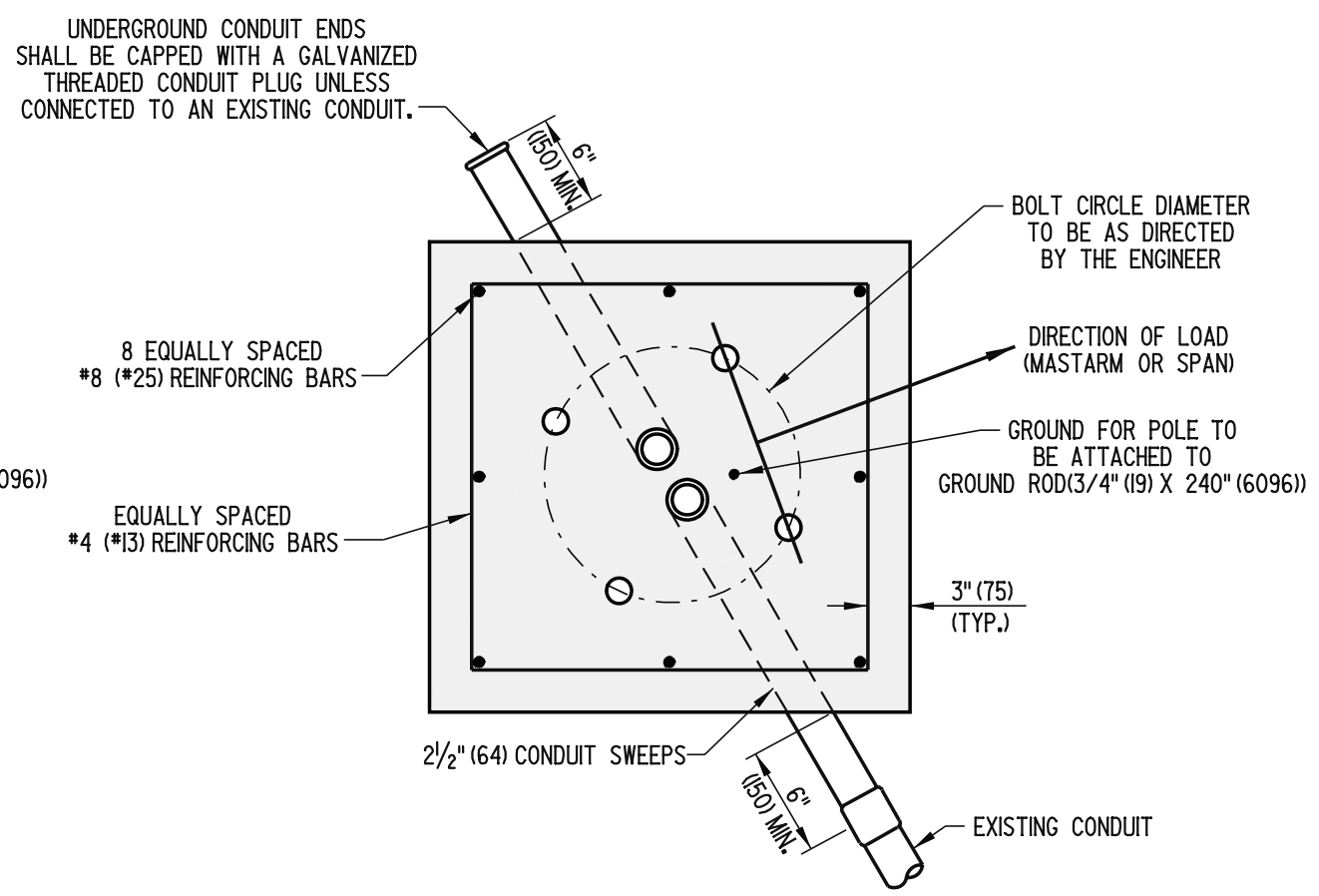
SECTION A-A

CONCRETE CABINET BASE

 DELAWARE DEPARTMENT OF TRANSPORTATION	CABINET BASES (TYPES 'M' & 'P')			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-4 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE




ROUND BASE

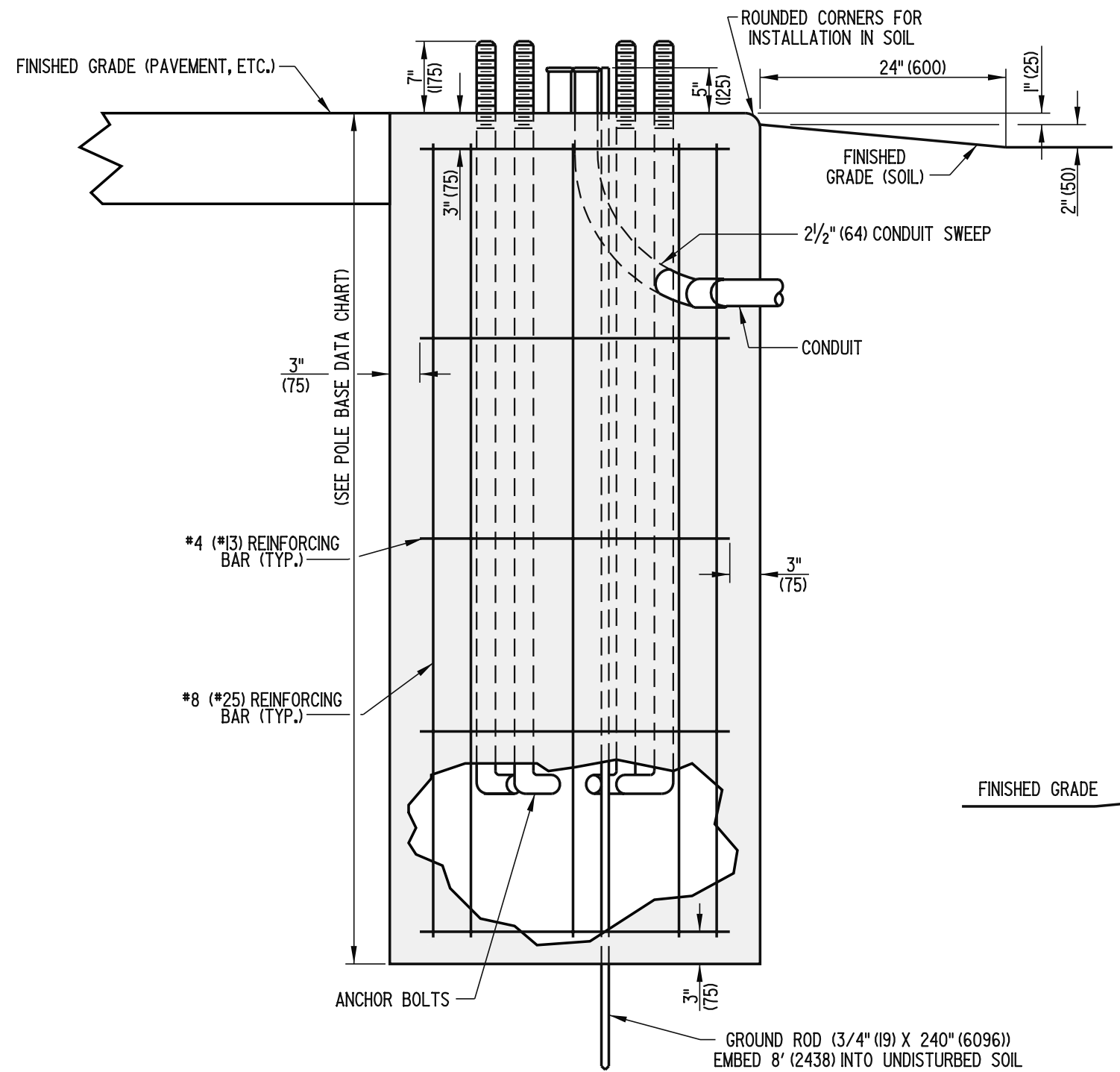


SQUARE BASE

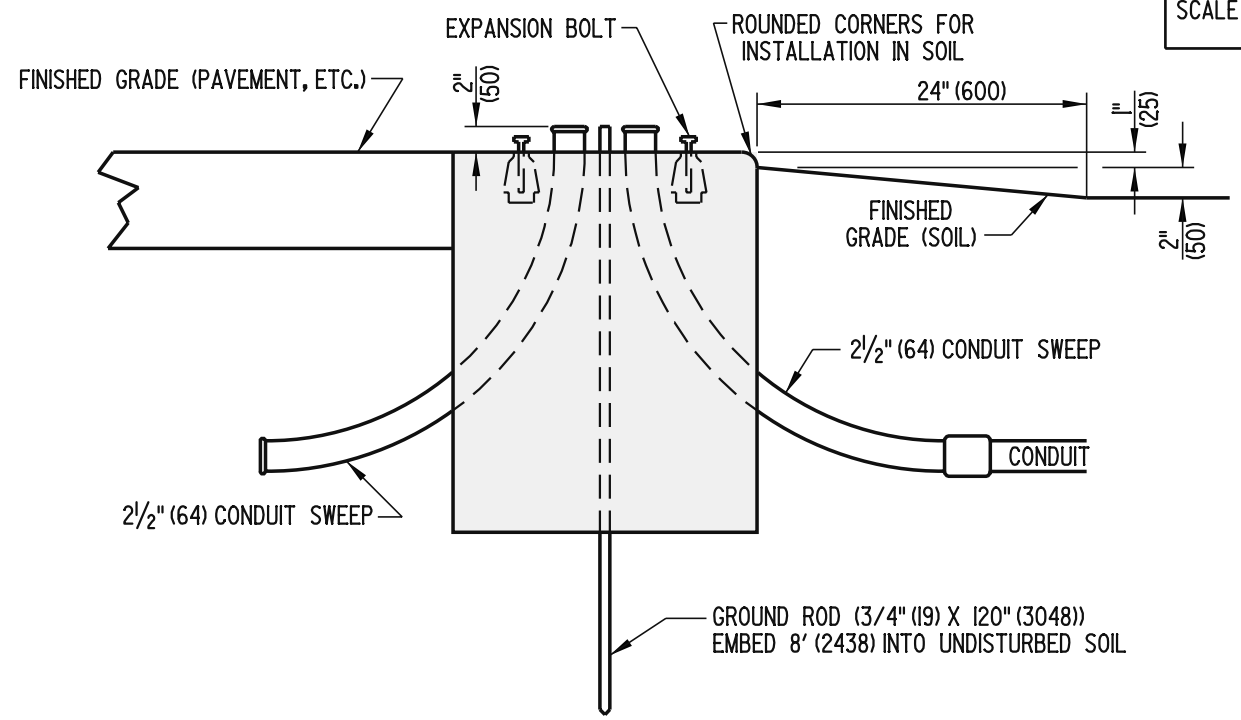
NOTE: BASE DEPENDENT ON POLE AND EQUIPMENT TO BE ATTACHED.

 DELAWARE DEPARTMENT OF TRANSPORTATION	POLE BASES			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-5 (2005)	SHT. 1	OF 3	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE

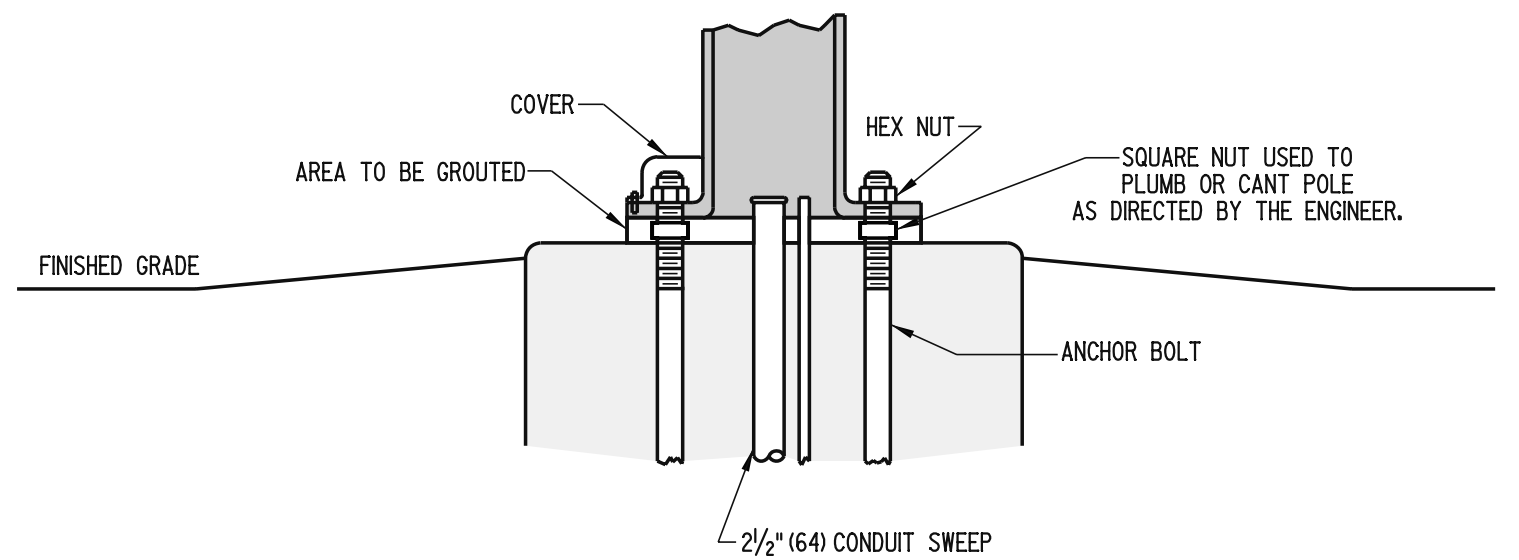
SCALE : N.T.S.



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




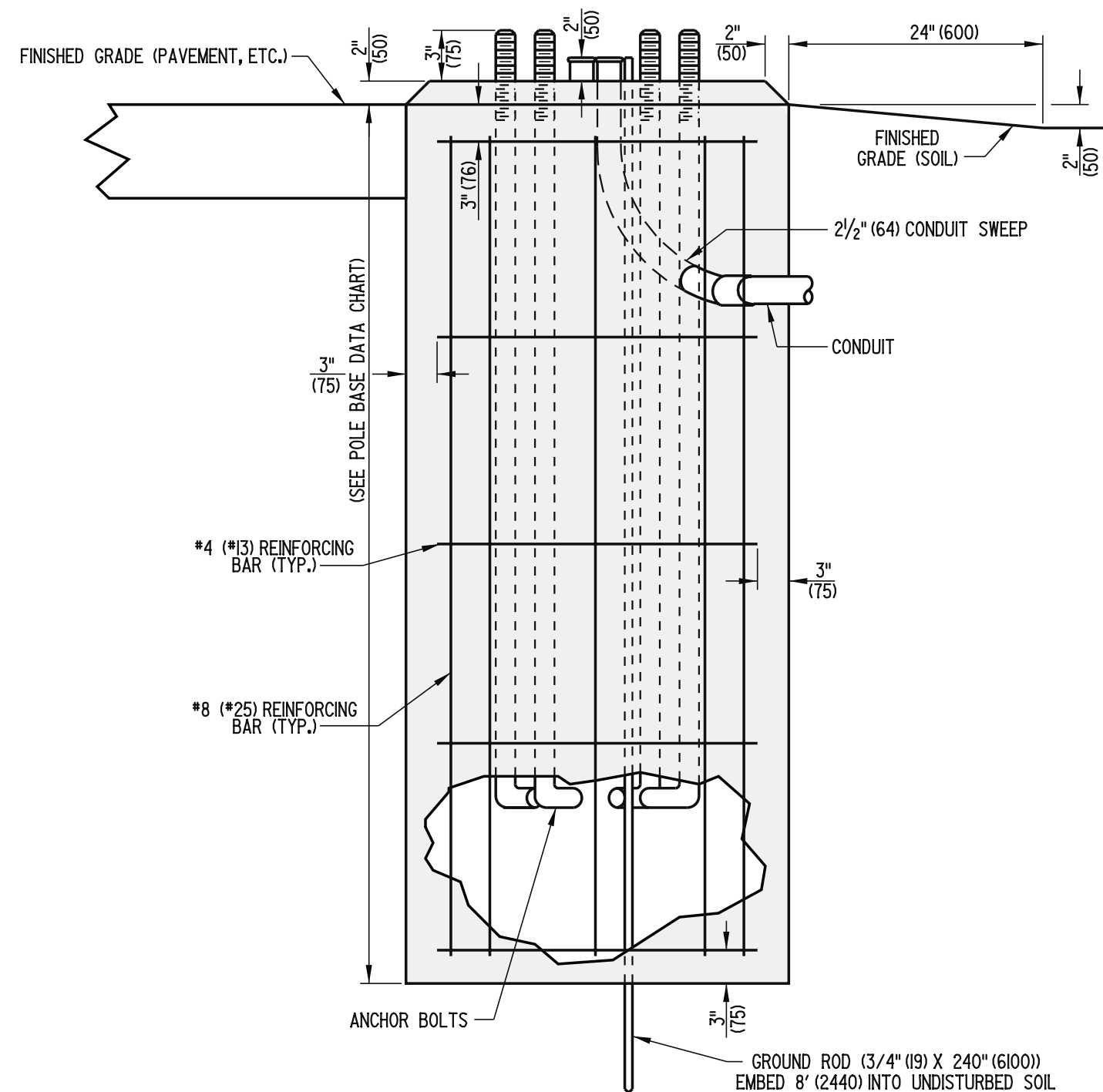
TYPICAL SECTION (BASE 4)



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.

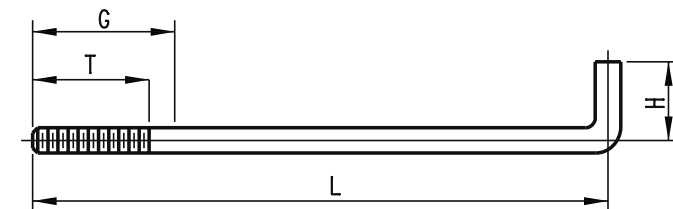
 DELAWARE DEPARTMENT OF TRANSPORTATION	POLE BASES			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-5 (2005)	SHT. 2	OF 3	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE



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.



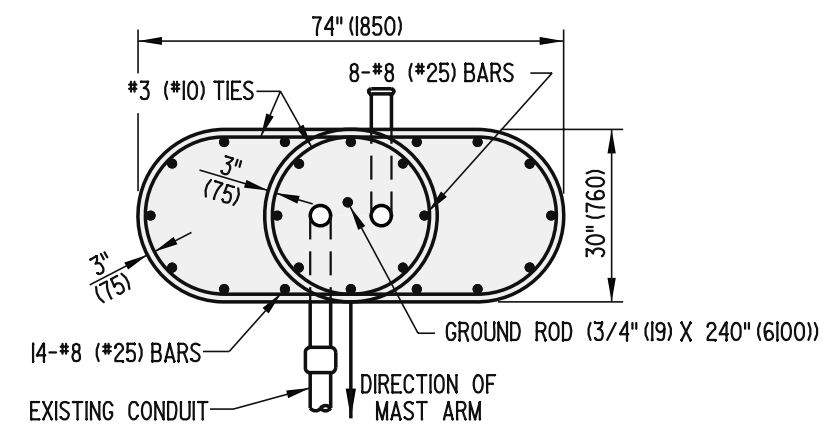
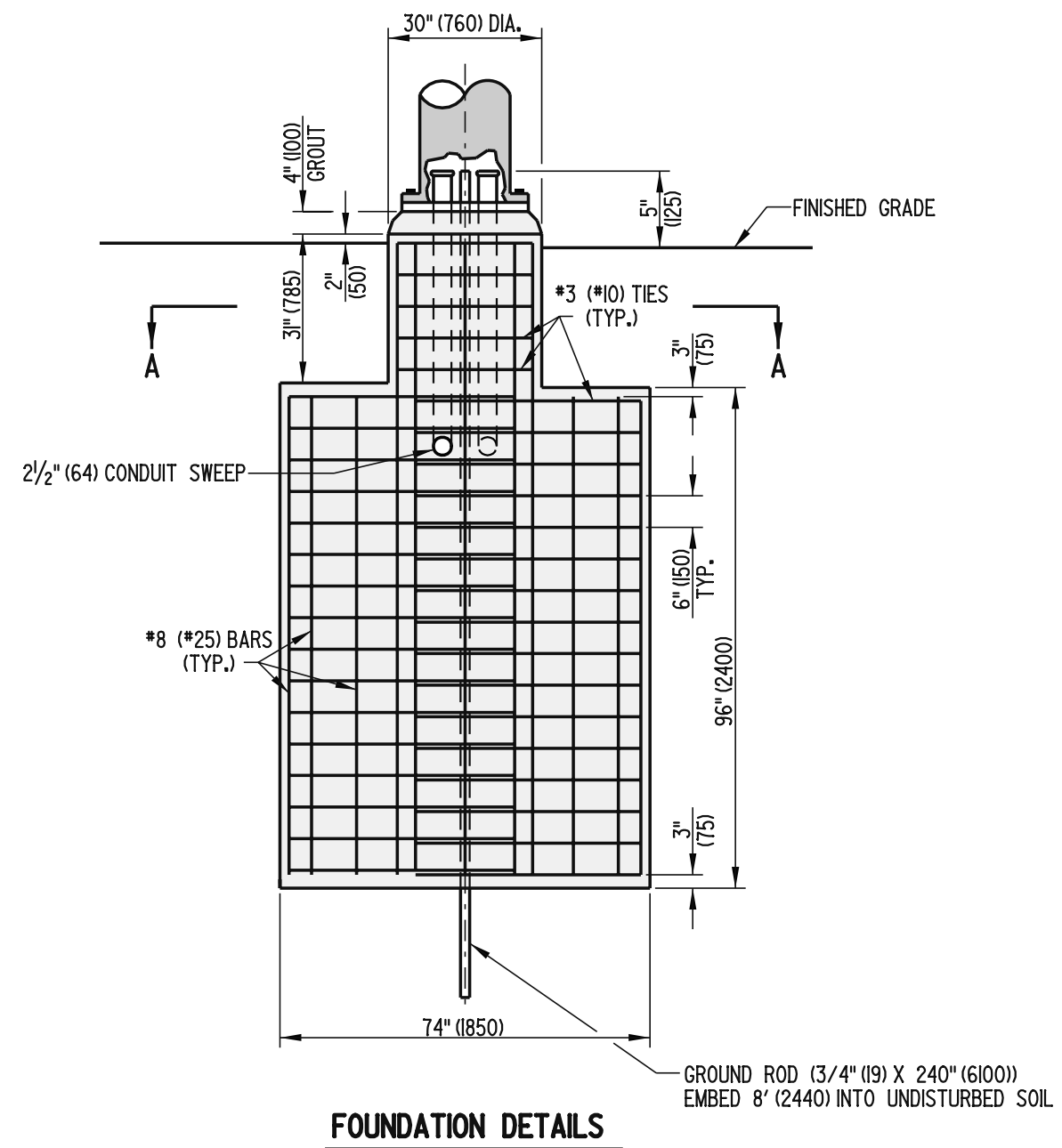
DELAWARE
DEPARTMENT OF TRANSPORTATION

POLE BASES

STANDARD NO. T-5 (2005)


SHT. 3 OF 3

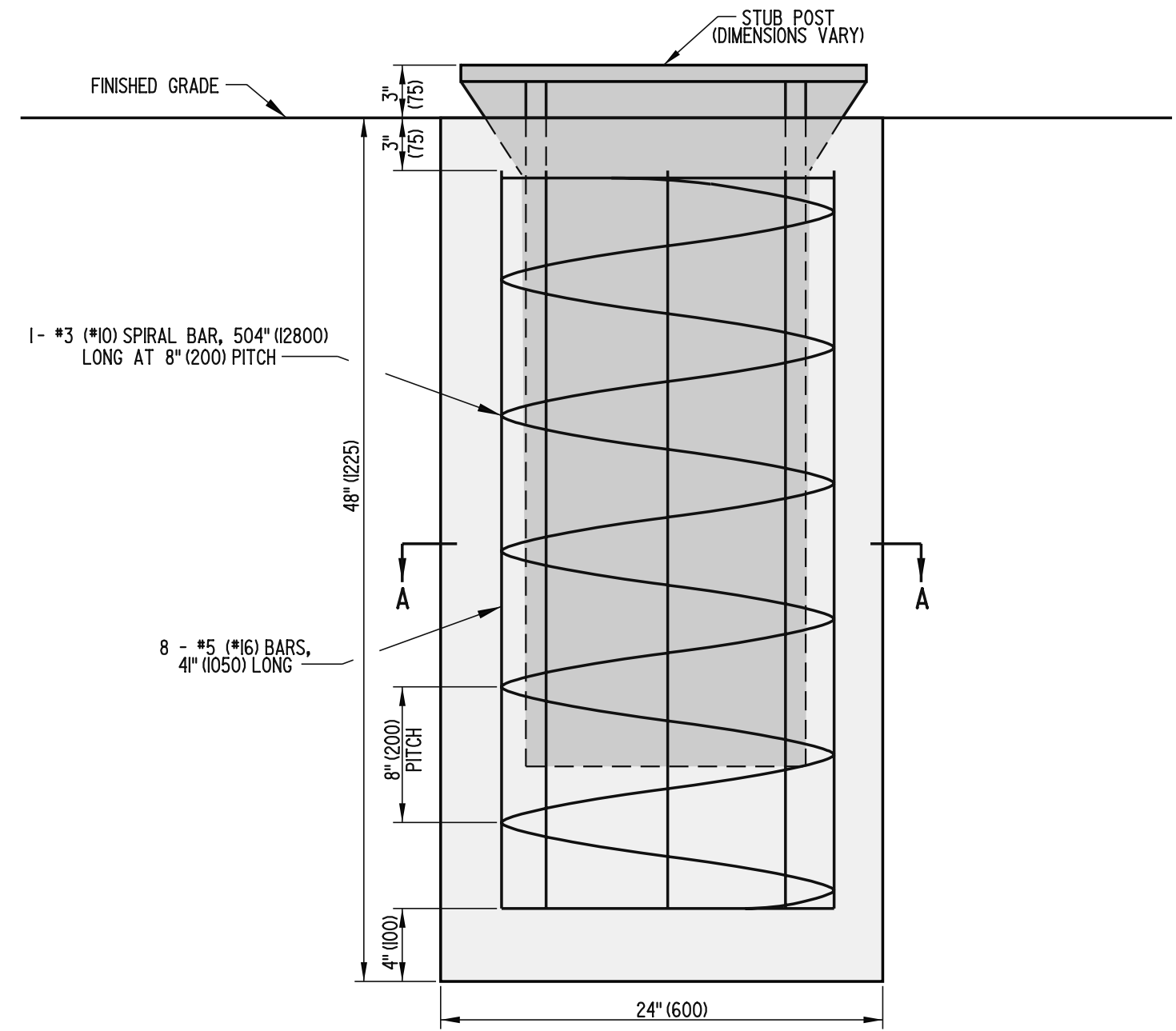
APPROVED *Carolann Wick* 12/5/05
CHIEF ENGINEER DATE
RECOMMENDED *James M. O'Brien* 11/29/05
DESIGN ENGINEER DATE



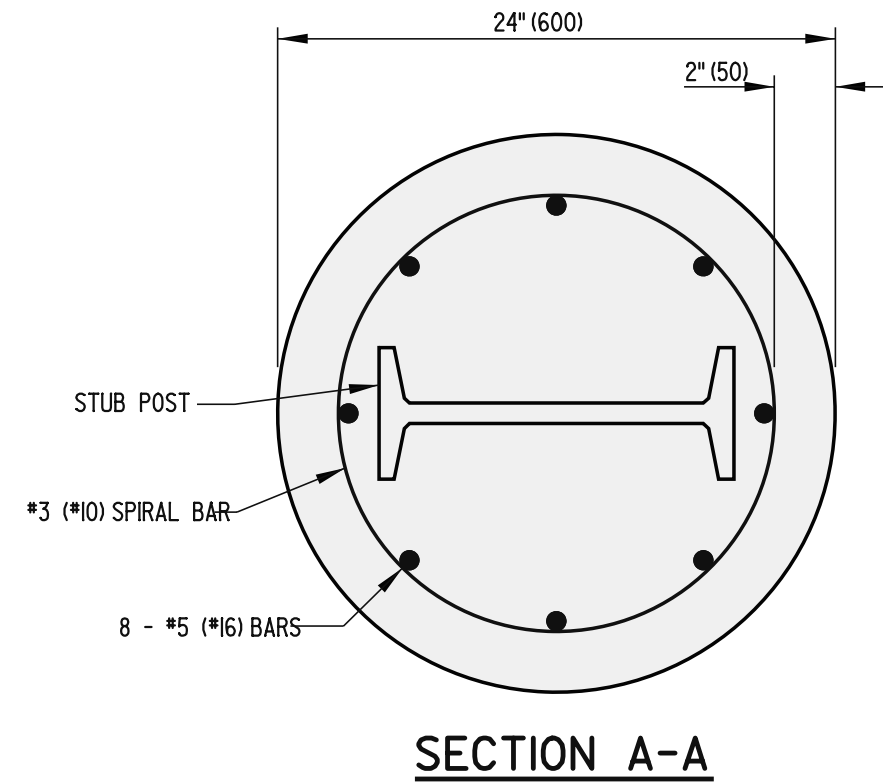
SECTION A-A


- 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.

 DELAWARE DEPARTMENT OF TRANSPORTATION	SPECIAL POLE BASE			APPROVED <i>Carolann Wick</i> 12/5/05
	STANDARD NO. T-6 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05

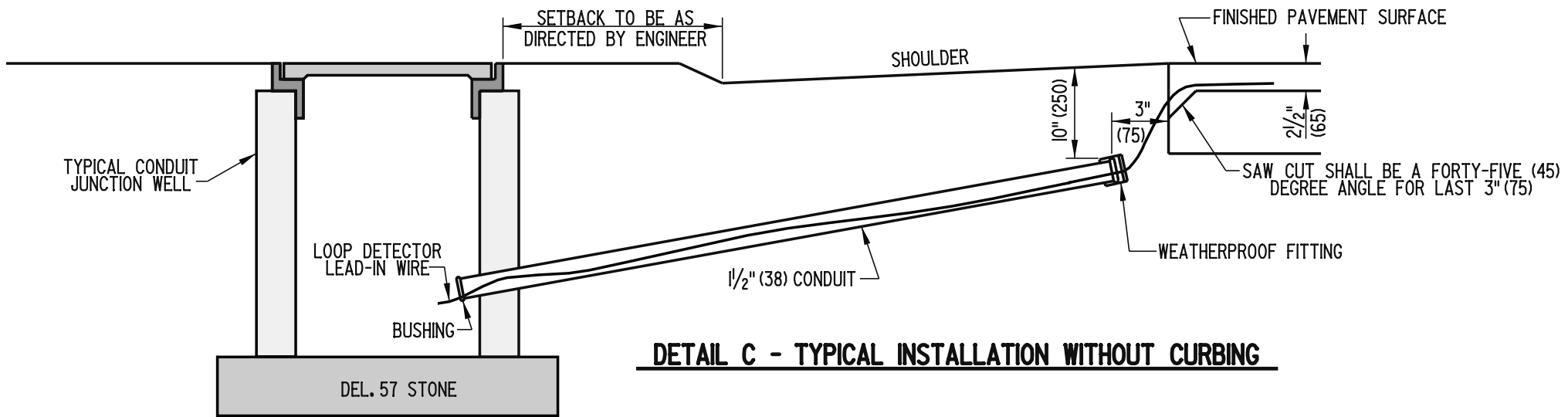
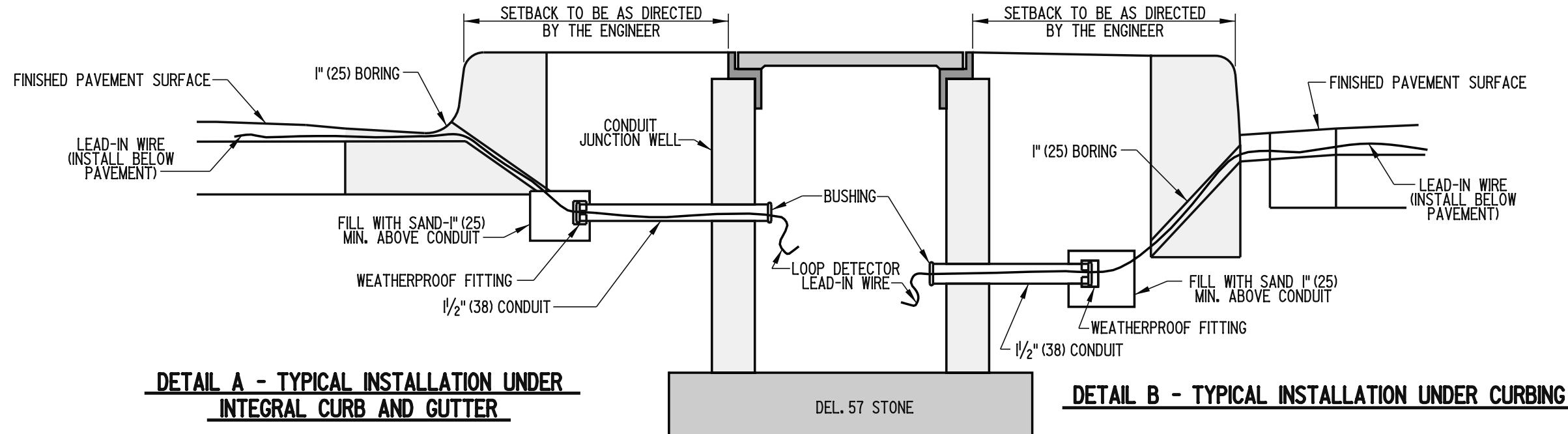



NOTES: 1). STUB POST TO BE SUPPLIED BY THE DEPARTMENTS TRAFFIC, ENGINEERING, AND MANAGEMENT SECTION.

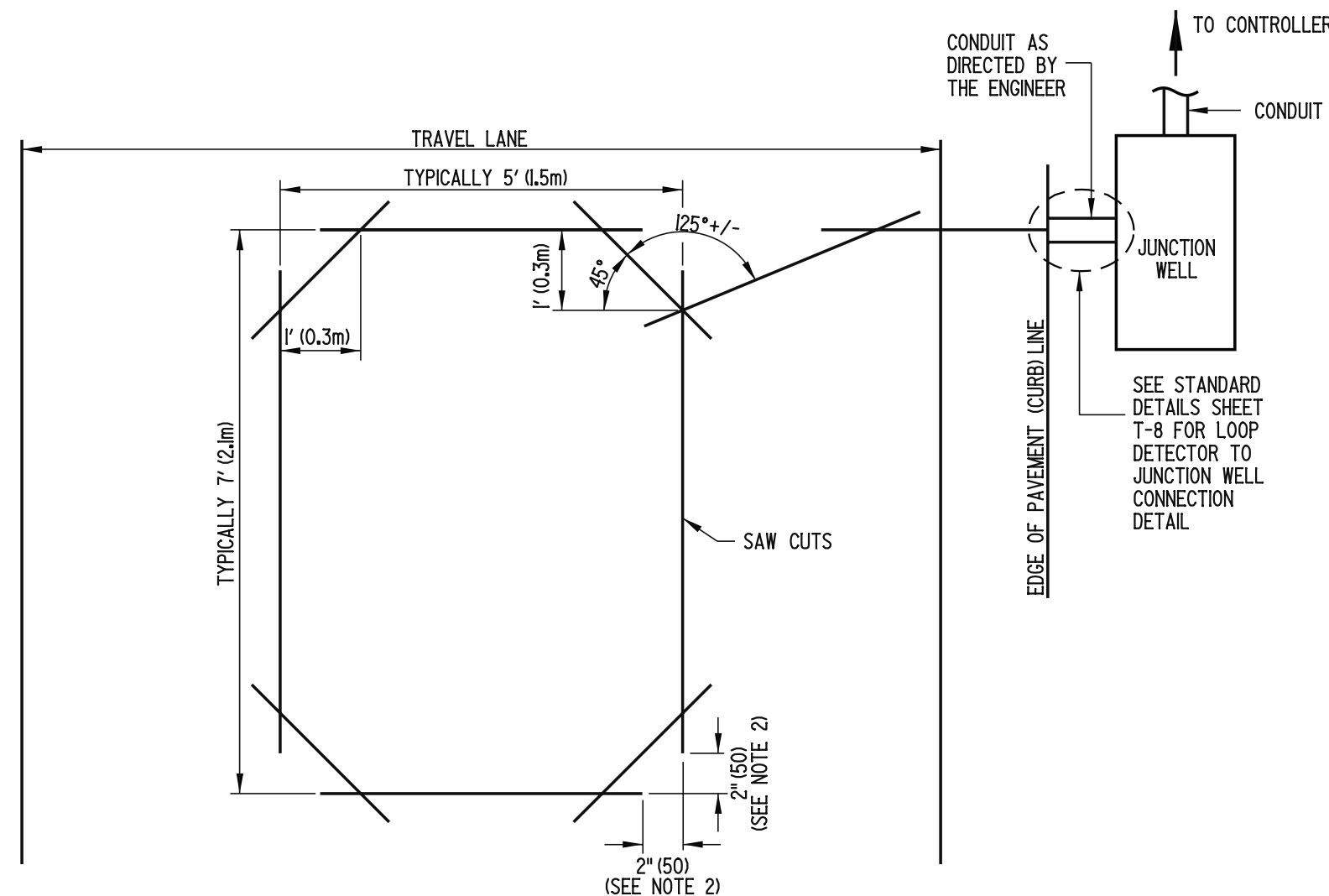


 DELAWARE DEPARTMENT OF TRANSPORTATION	SIGN FOUNDATION			APPROVED <i>Carolann Wick</i> 12/5/05 <small>CHIEF ENGINEER</small> <small>DATE</small>
	STANDARD NO. T-7 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 <small>DESIGN ENGINEER</small> <small>DATE</small>

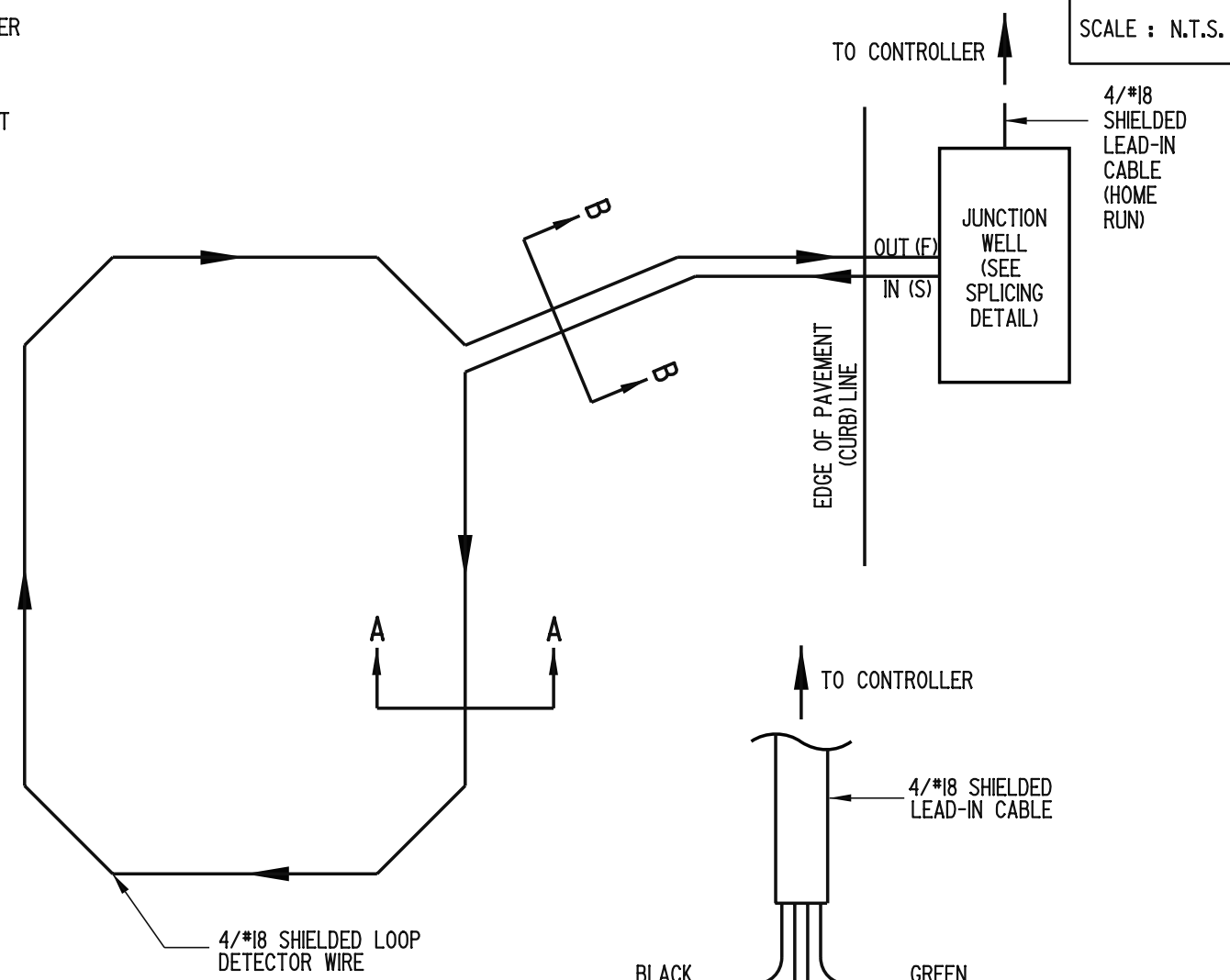
- NOTES:** 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE CONDUIT AGAINST ANY POSSIBLE DAMAGE IN PAVING OPERATIONS.
2. THE WEATHERPROOF FITTING SHALL CONSIST OF A GALVANIZED 1/2" (38) COUPLING CONTAINING A STEEL THREADED REDUCING BUSHING (1/2" (38) TO 3/4" (19)) AND A 3/4" (19) WATERTIGHT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



 DELAWARE DEPARTMENT OF TRANSPORTATION	LOOP DETECTOR TO CONDUIT JUNCTION WELL CONNECTION			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-8 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE



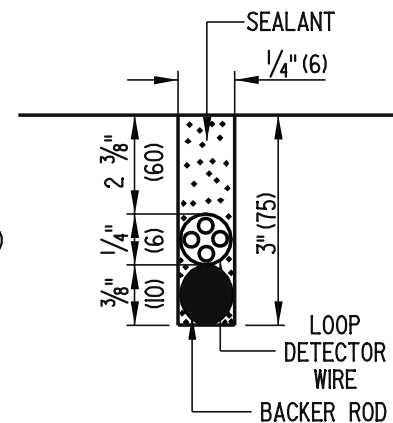
WIRE SLOT CONSTRUCTION



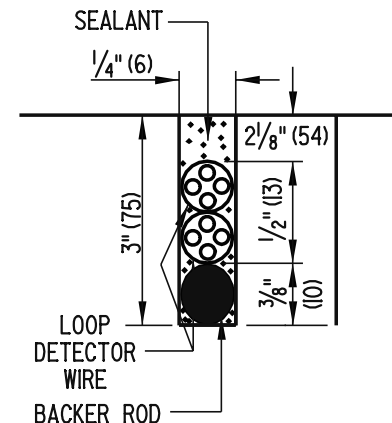
DETAILS FOR INSTALLING LOOP DETECTOR WIRE (SINGLE WRAP)

NOTES:

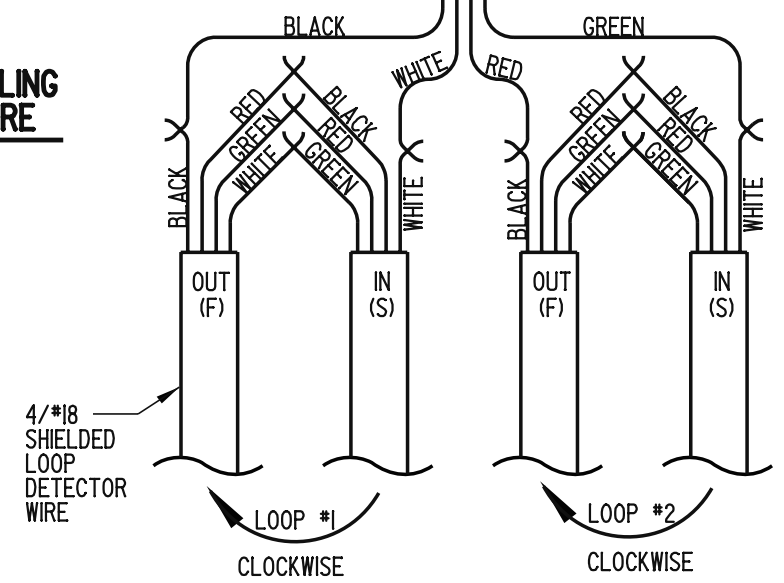
- 1). SAW CUTS FOR WIRE SLOT CONSTRUCTION SHALL BE EXTENDED BEYOND THE CORNERS SO THAT THE SLOT IS FULL DEPTH AT TURN POINTS. A FORTY-FIVE (45) DEGREE ANGLE SHALL BE CUT 12" (300) BACK FROM THE POINT OF THE EXTENDED CORNER.
- 2). THE LONGITUDINAL / TRANSVERSE CUT SHALL BE STOPPED APPROXIMATELY 2" (50)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

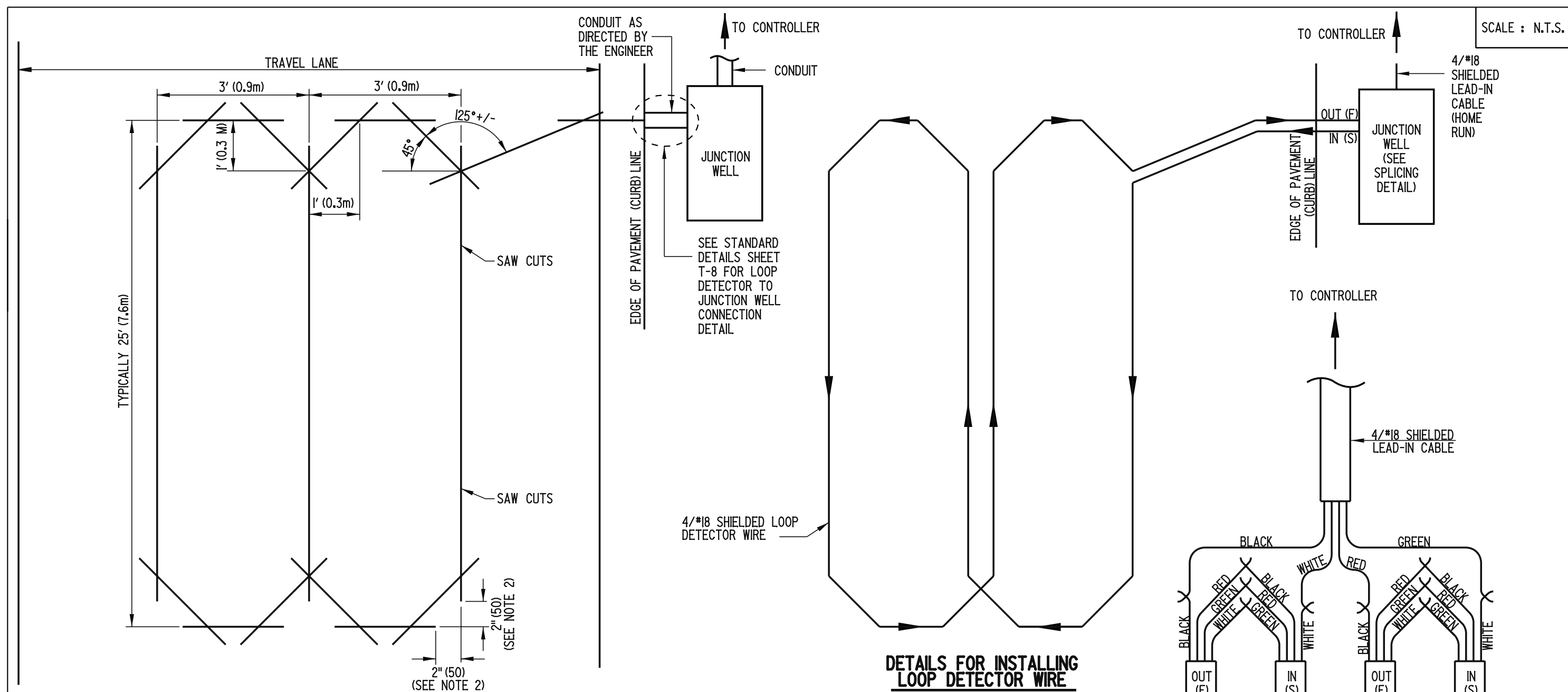


SECTION B - B



SPlicing DETAIL (SEE NOTE 3)

 DELAWARE DEPARTMENT OF TRANSPORTATION	TYPE #1 LOOP DETECTOR			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-9 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE

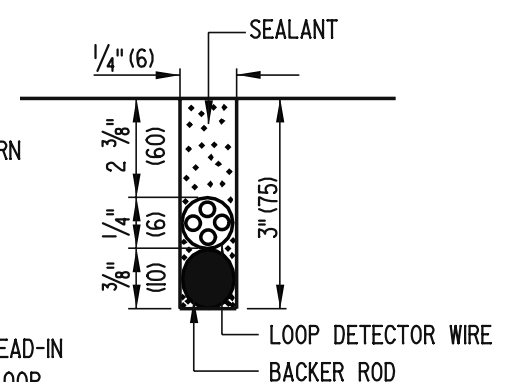


SCALE : N.T.S.

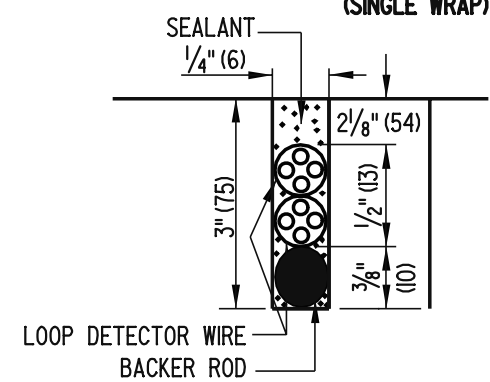
WIRE SLOT CONSTRUCTION

NOTES:

- 1). SAW CUTS FOR WIRE SLOT CONSTRUCTION SHALL BE EXTENDED BEYOND THE CORNERS SO THAT THE SLOT IS FULL DEPTH AT TURN POINTS. A FORTY-FIVE (45) DEGREE ANGLE SHALL BE CUT 1' (0.3m) BACK FROM THE POINT OF THE EXTENDED CORNER.
- 2). THE LONGITUDINAL / TRANSVERSE 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



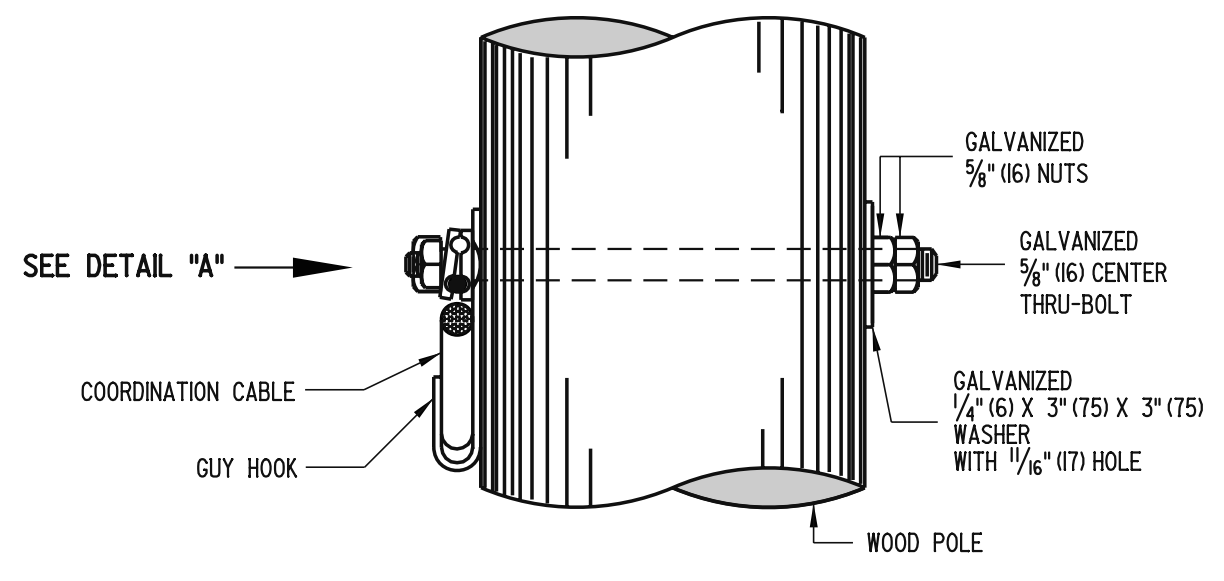
SECTION B - B

DETAILS FOR INSTALLING LOOP DETECTOR WIRE (SINGLE WRAP)

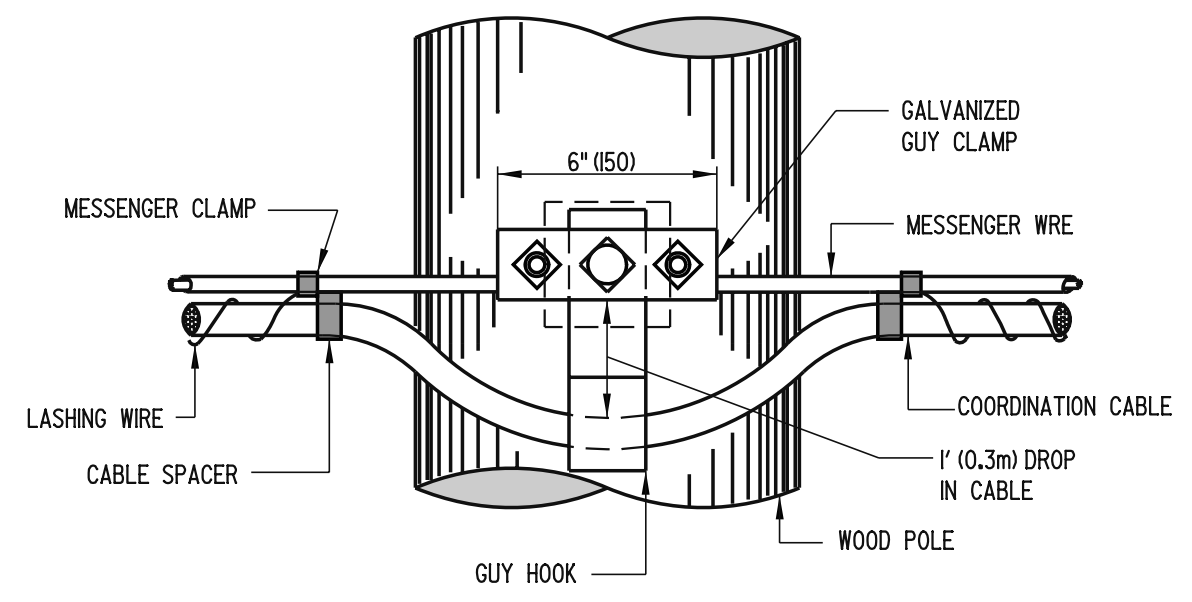
SPlicing DETAIL (SEE NOTE 3)

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	TYPE #2 LOOP DETECTOR			<p>APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE</p> <p>RECOMMENDED <i>John M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE</p>
	STANDARD NO.	T-10 (2005)	SHT. 1 OF 1	

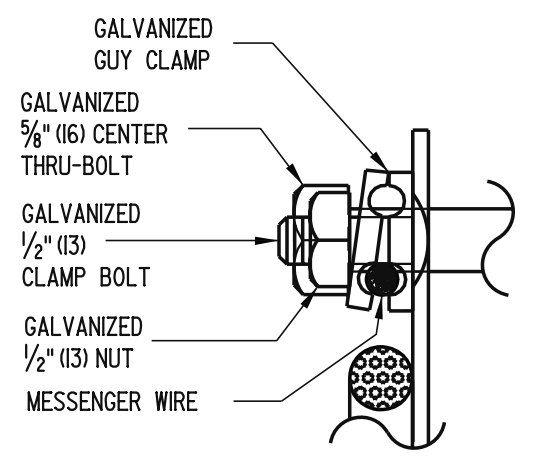
INTERMEDIATE



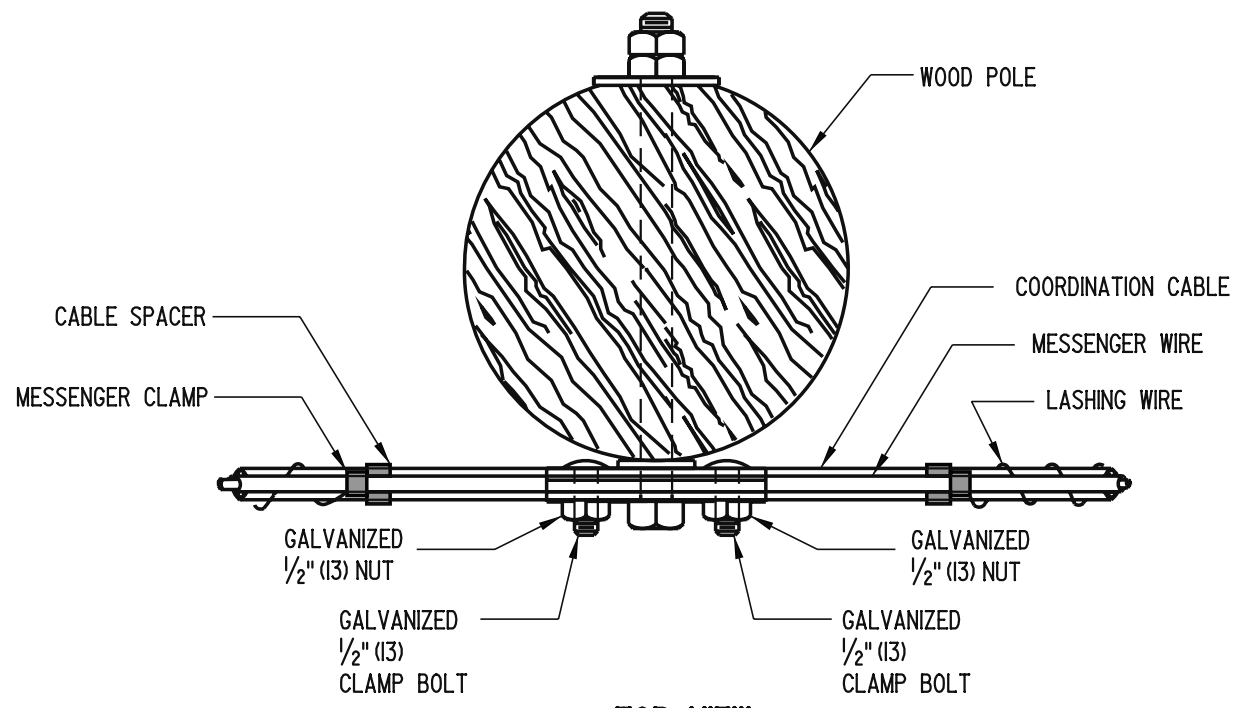
SIDE VIEW




FRONT VIEW

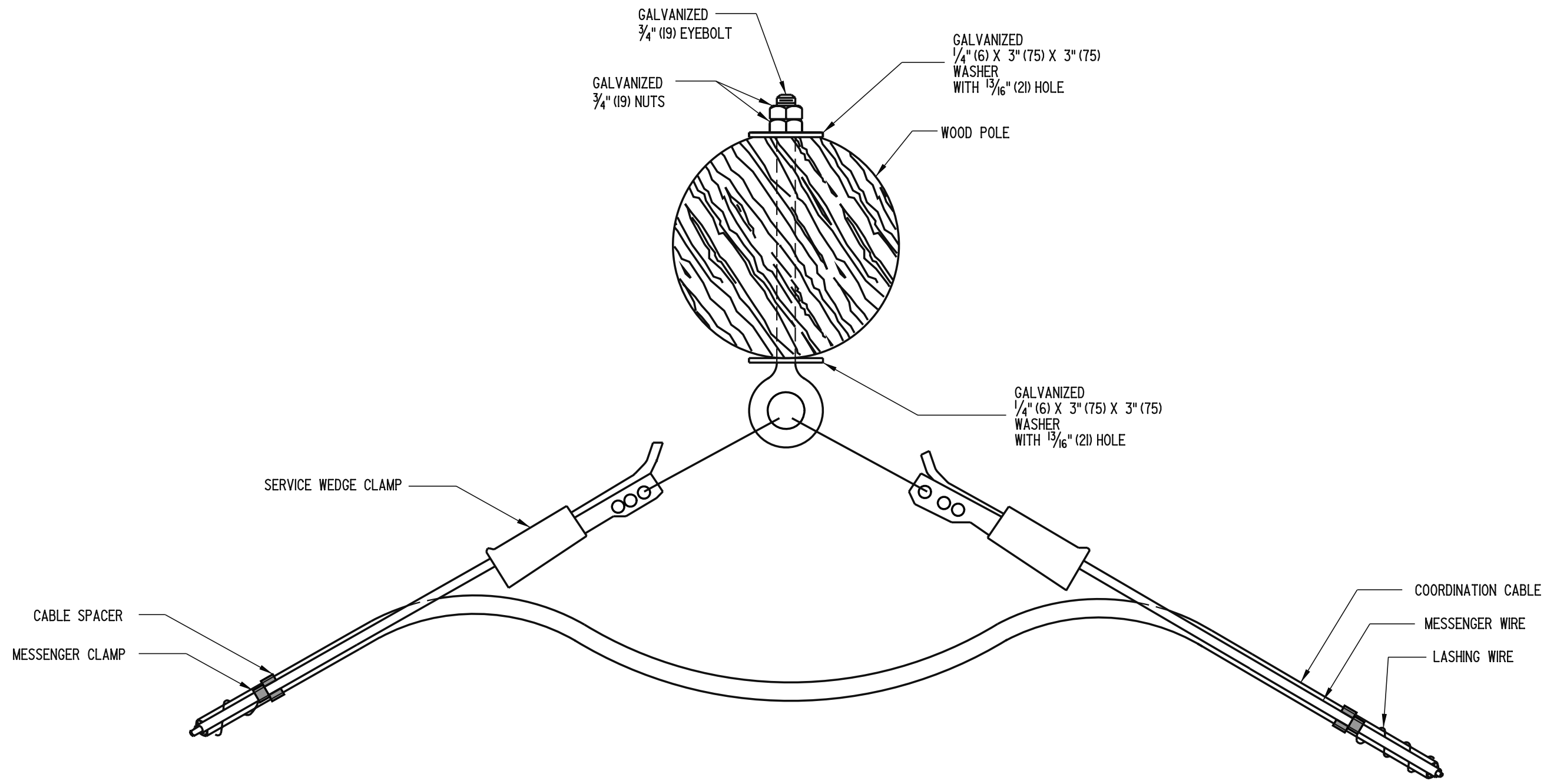


DETAIL "A"




TOP VIEW

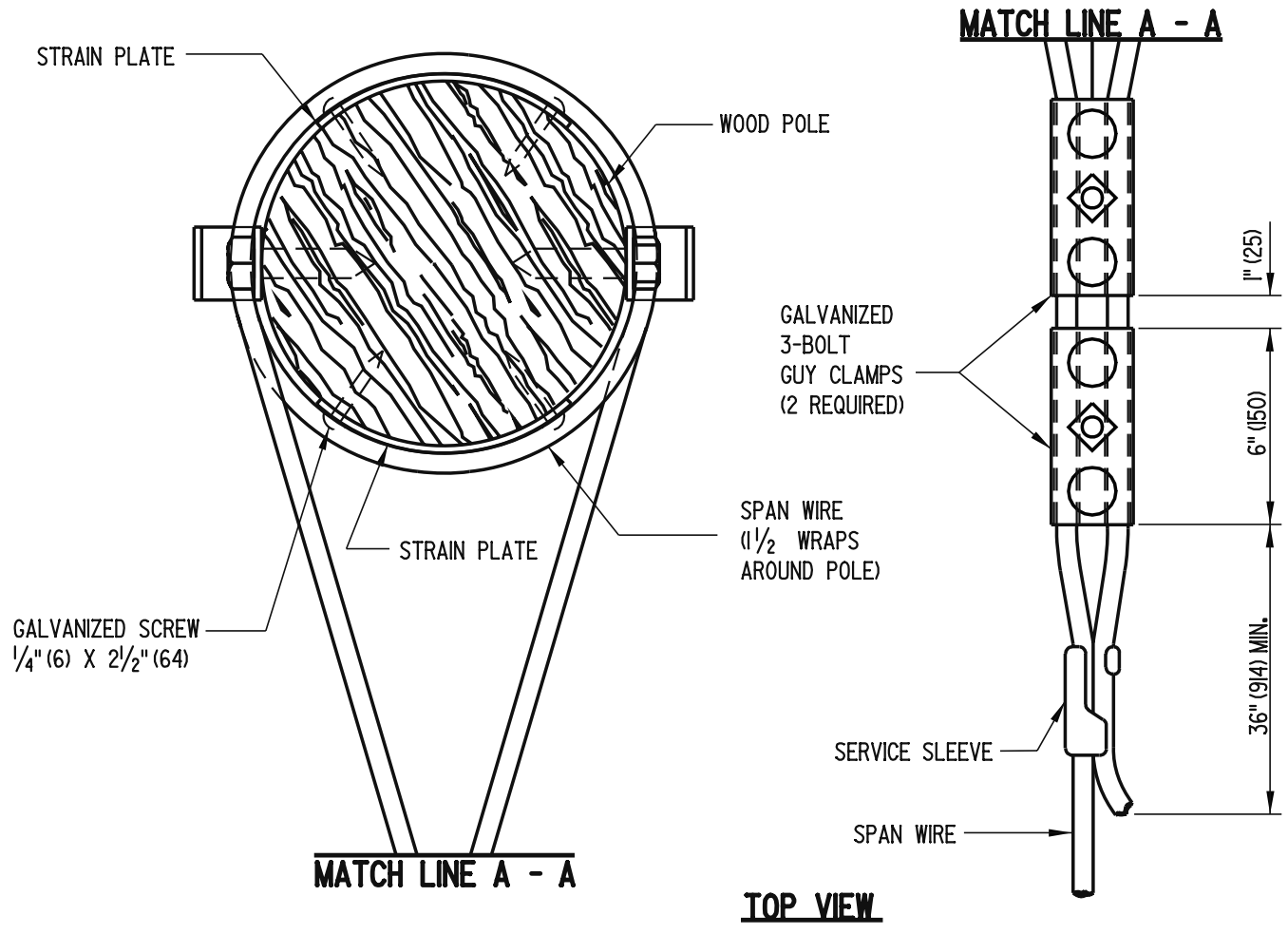
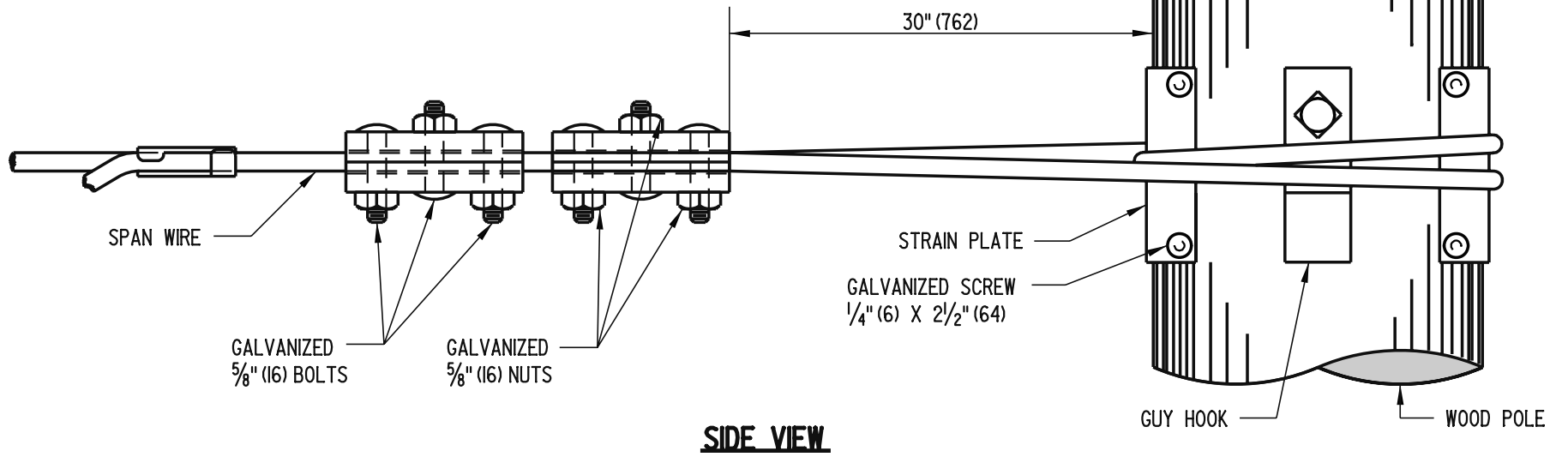
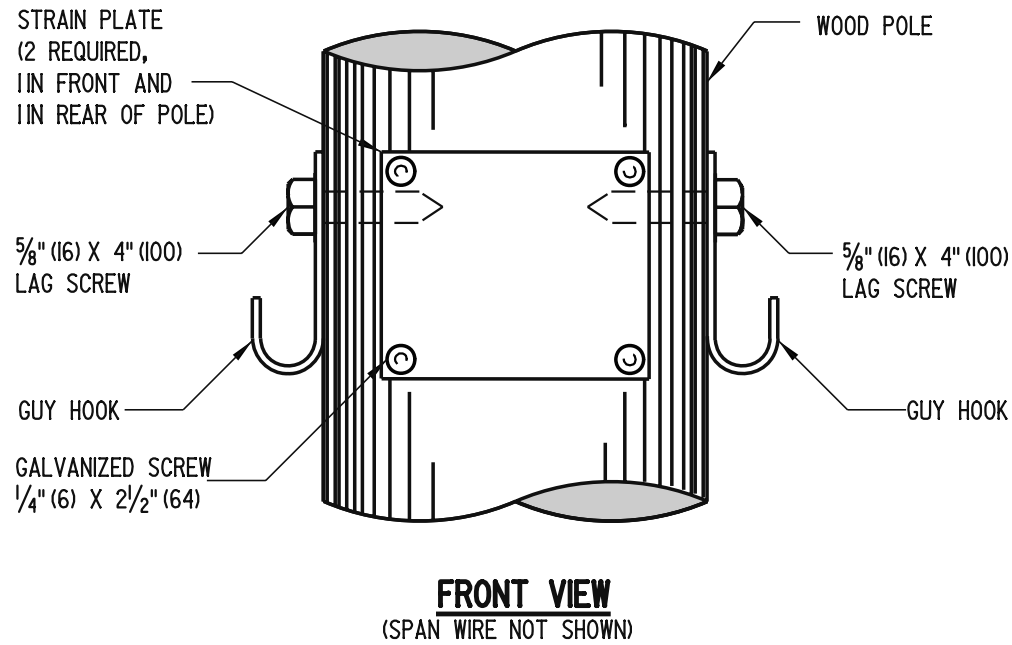
 DELAWARE DEPARTMENT OF TRANSPORTATION	INTERMEDIATE MESSENGER WIRE ATTACHMENT ON WOOD POLES			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-11 (2005)	SHT. 1	OF 2	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE




TOP VIEW

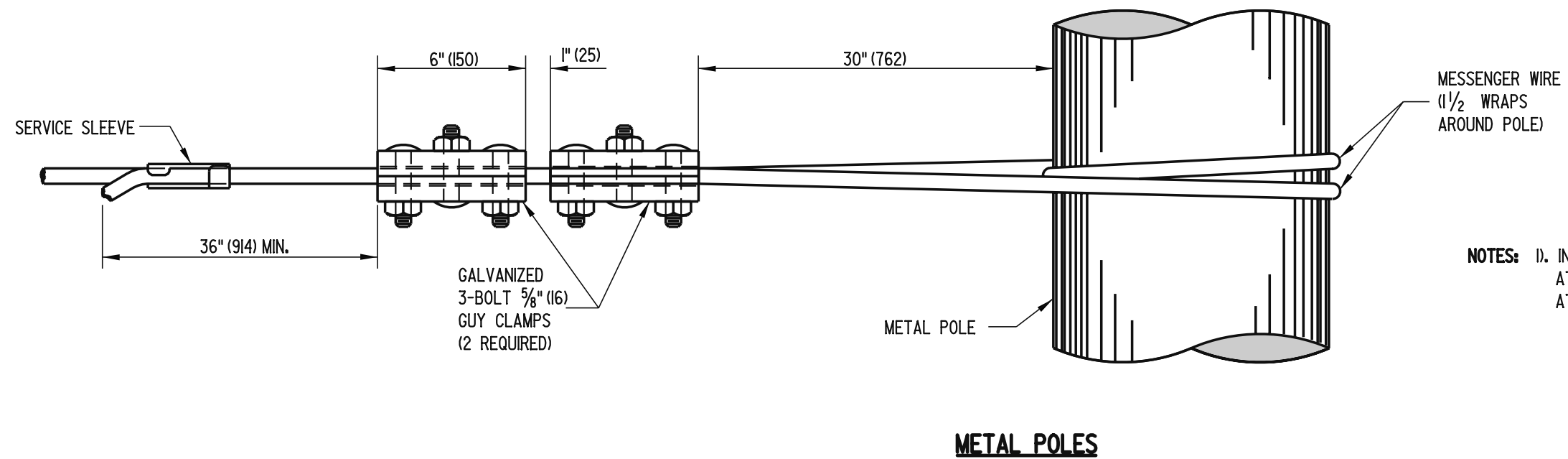
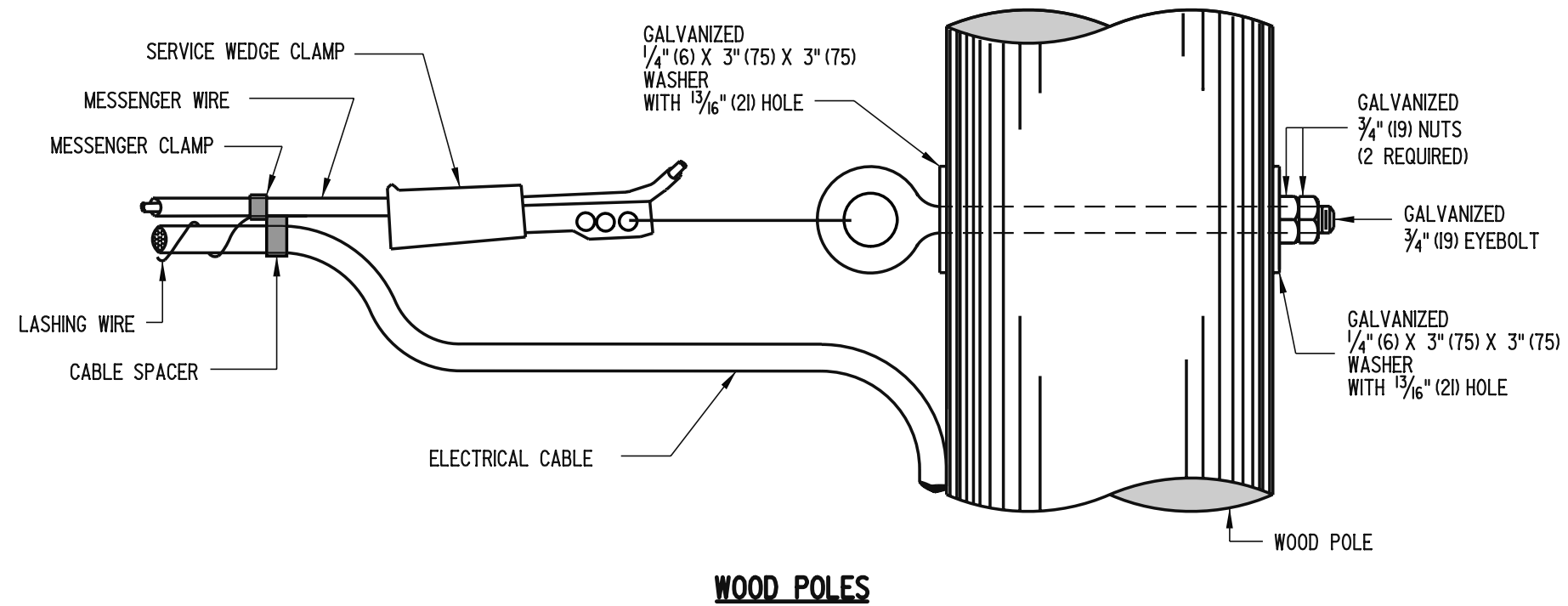
 DELAWARE DEPARTMENT OF TRANSPORTATION	ANGULAR INTERMEDIATE MESSENGER WIRE ATTACHMENT			APPROVED <i>Carolann Wick</i> CHIEF ENGINEER	12/5/05 DATE
	STANDARD NO. T-11 (2005)	SHT. 2	OF 2	RECOMMENDED <i>James M. O'Brien</i> DESIGN ENGINEER	11/29/05 DATE

SCALE : N.T.S.



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

 DELAWARE DEPARTMENT OF TRANSPORTATION	SPAN WIRE ATTACHMENT BETWEEN POLES			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-12 (2005)	SHT. 1	OF 2	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE



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

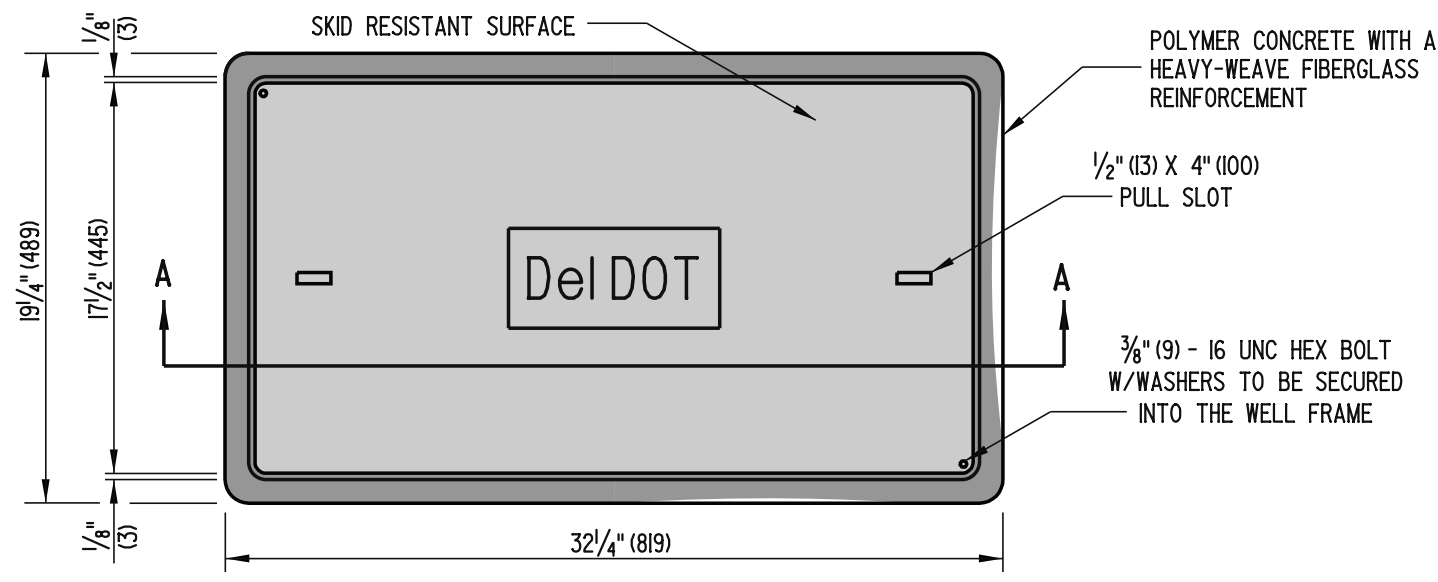


DELAWARE
DEPARTMENT OF TRANSPORTATION

DEAD END MESSENGER WIRE ATTACHMENT

STANDARD NO. T-12 (2005) SHT. 2 OF 2

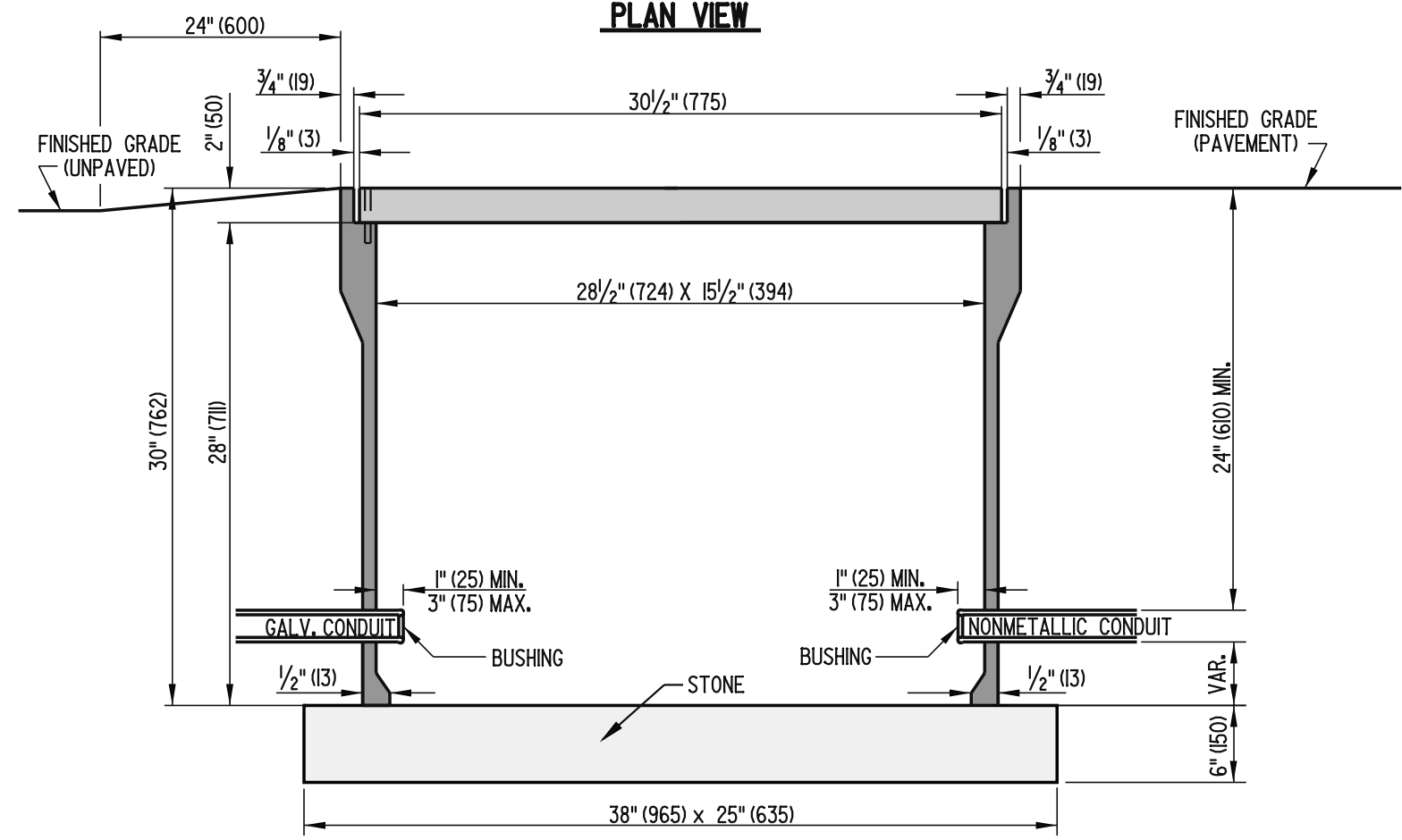
APPROVED *Carolann Wick* 12/5/05
CHIEF ENGINEER DATE
RECOMMENDED *James M. O'Brien* 11/29/05
DESIGN ENGINEER DATE




NOTES:

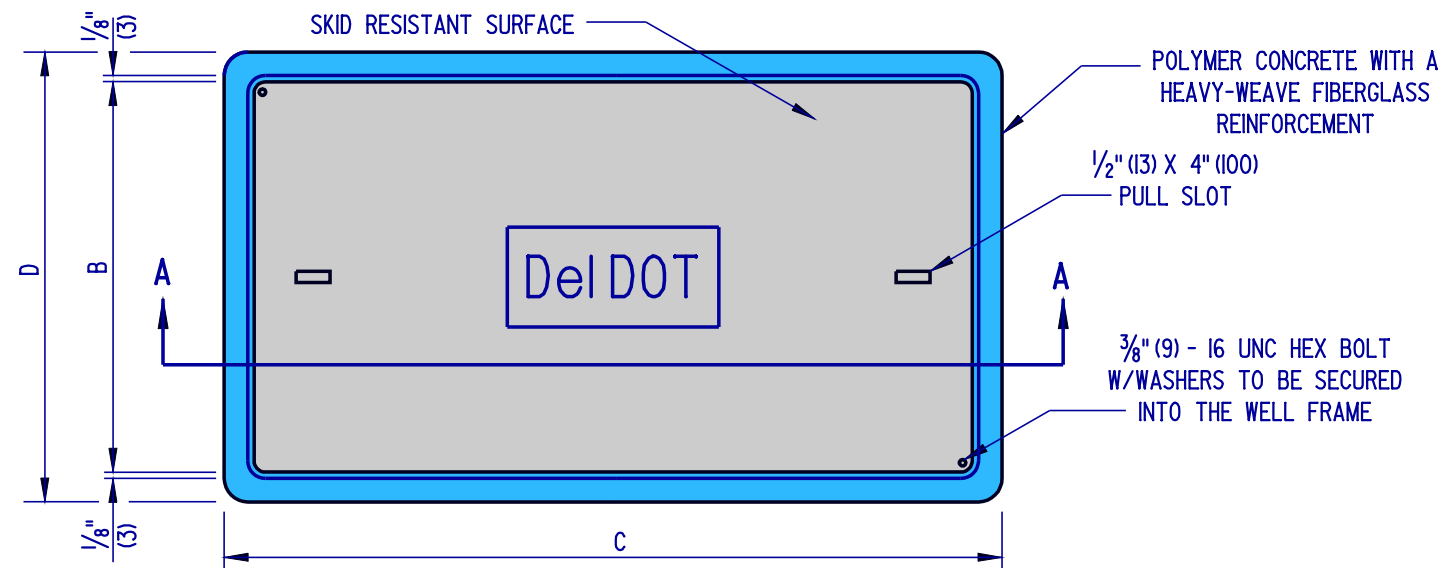
- 1). TYPE 6 CONDUIT JUNCTION WELL SHALL BE PRECAST POLYMER CONCRETE.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM THE CONDUIT 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

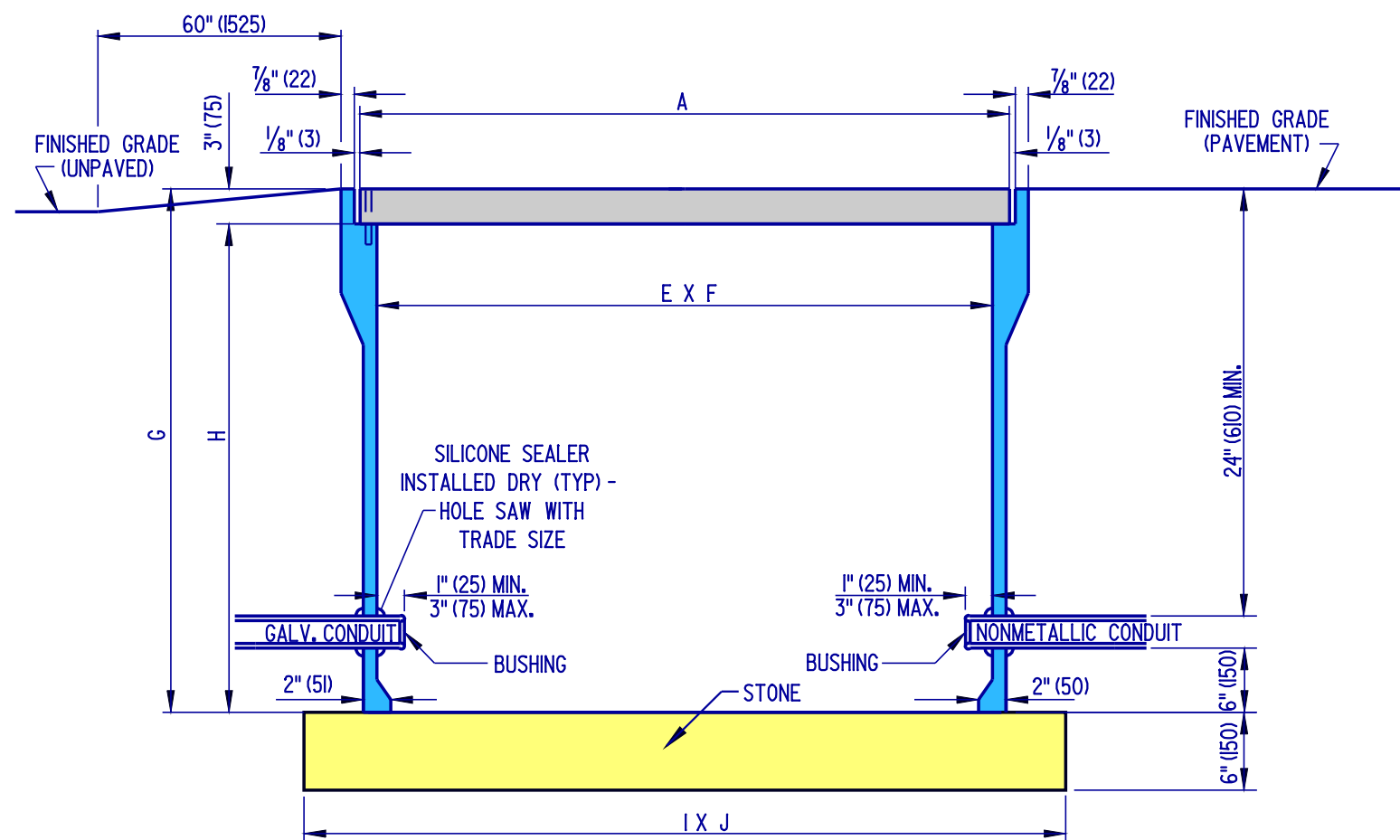


SECTION A-A

 DELAWARE DEPARTMENT OF TRANSPORTATION	CONDUIT JUNCTION WELL, TYPE 6			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-13 (2005)	SHT. 1	OF 3	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 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**

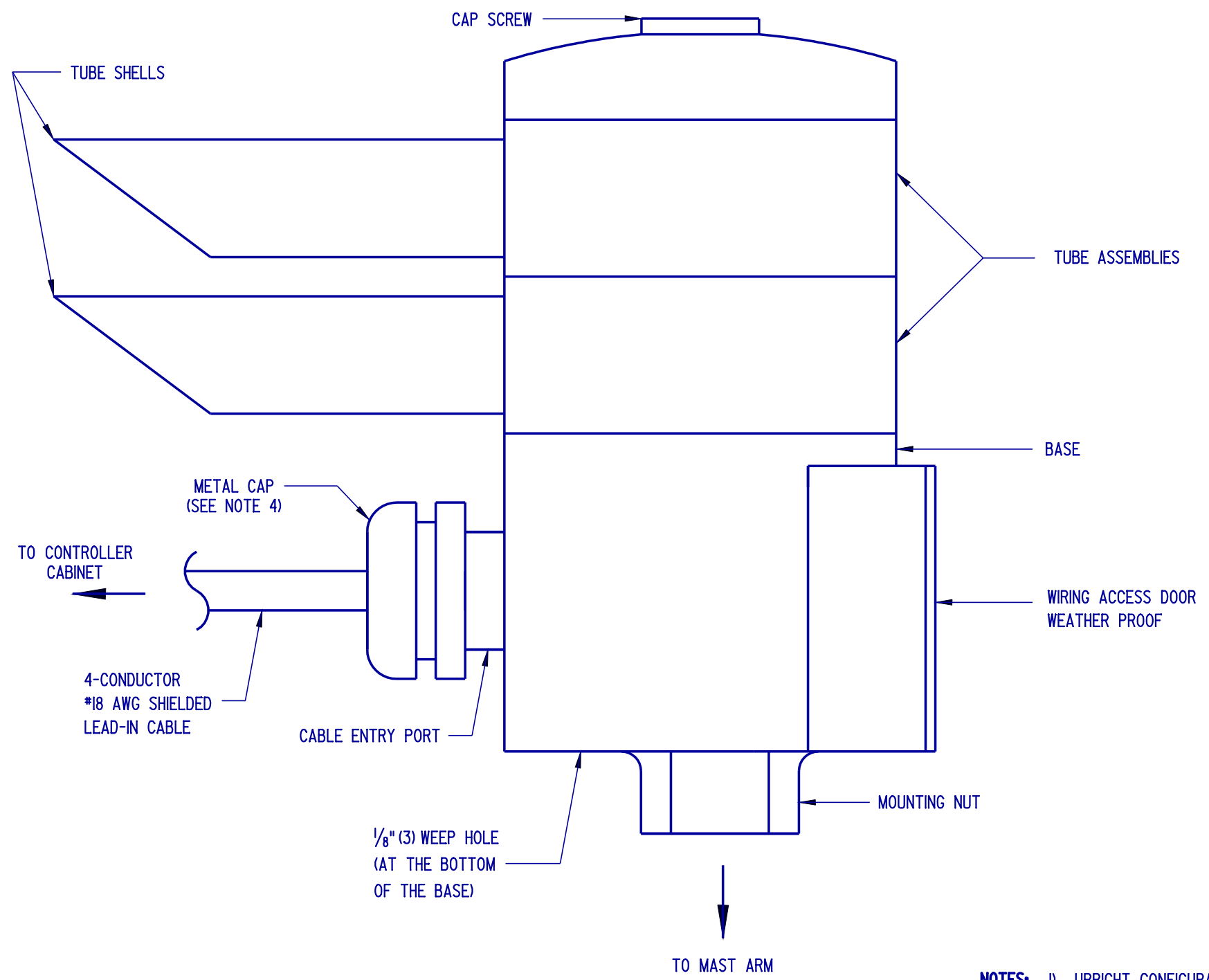
CONDUIT JUNCTION WELLS, TYPES 8 & 10

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

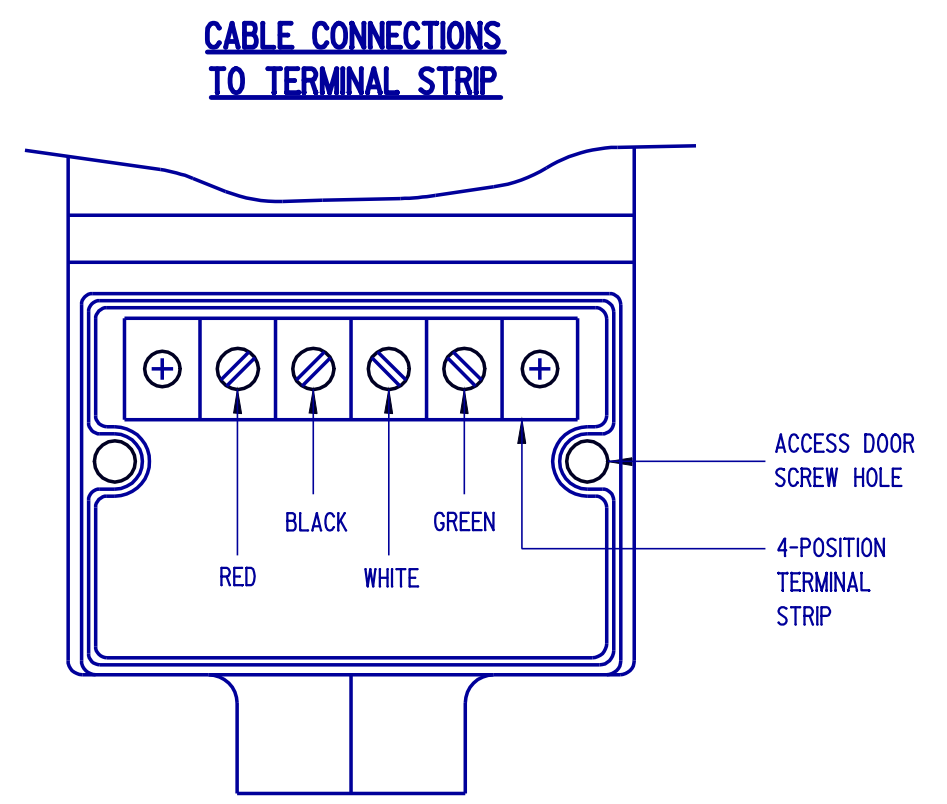
SHT. **3** OF **3**

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.

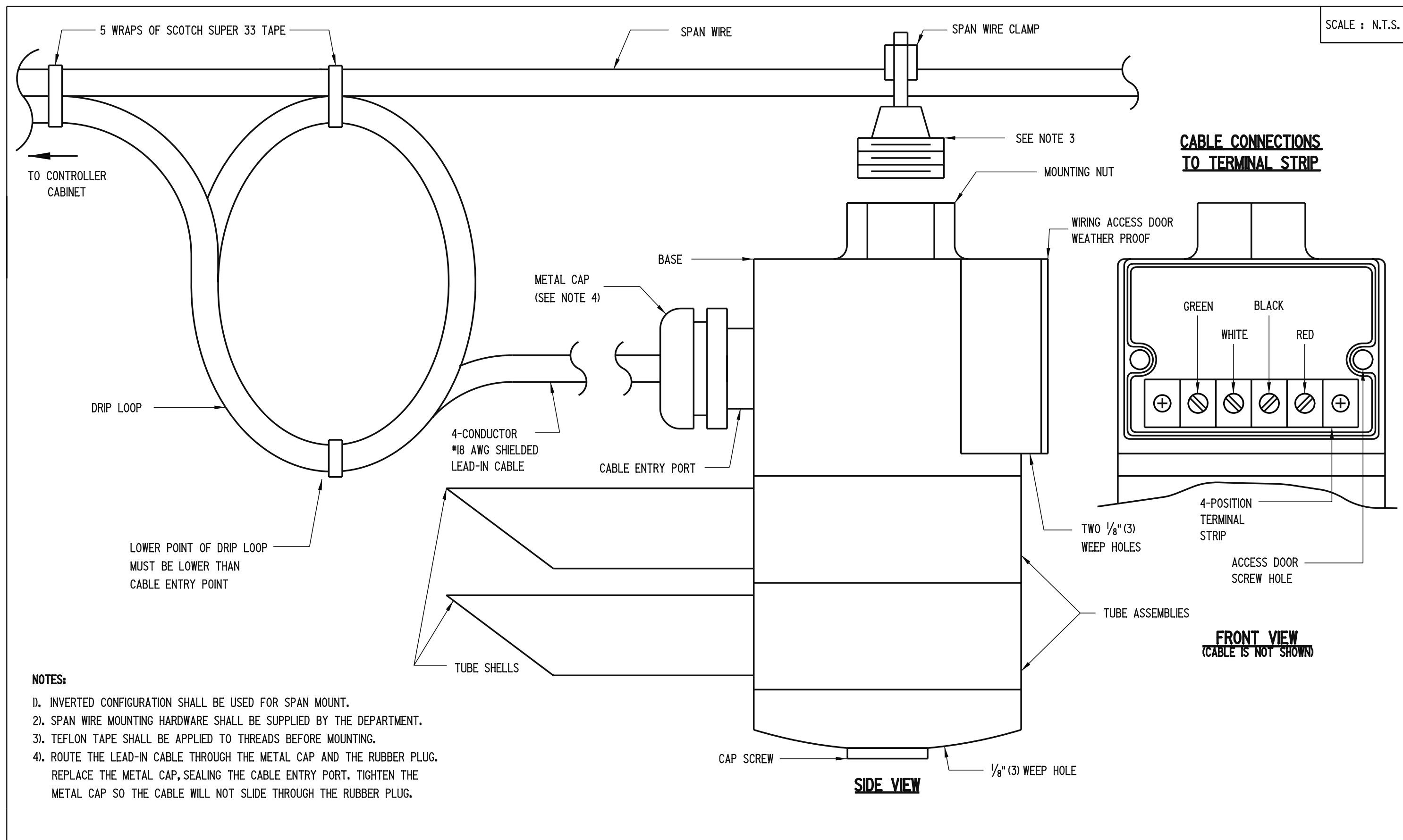
PLAN SYMBOL




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



 DELAWARE DEPARTMENT OF TRANSPORTATION	EMERGENCY PREEMPTION RECEIVER, INVERTED MOUNT			APPROVED <i>Carolann Wick</i> 12/5/05
	STANDARD NO. T-14 (2005)	SHT. 2	OF 2	RECOMMENDED <i>James M. O'Brien</i> 11/29/05