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 426 GALLONS PER MINUTE 256 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.

SECTION A-A

SECTION B-B

DELAWARE DEPARTMENT OF TRANSPORTATION

PORTABLE SEDIMENT TANK

STANDARD NO. E-24 (2005) SHT. 1 OF 1

APPROVED

RECOMMENDED
**INITIAL TRENCH ANCHOR DETAIL**
Applied at the downstream end of ditch

**LONGITUDINAL TRENCH ANCHOR DETAIL**

**TERMINAL TRENCH ANCHOR DETAIL**
Applied at the upstream end of ditch

**OVERLAP DETAIL**

**STABILIZATION OF DITCHES**

**STABILIZATION OF DITCHES**

**TURF REINFORCEMENT MAT APPLICATIONS**

**DELAWARE DEPARTMENT OF TRANSPORTATION**

**STANDARD NO.** E-25 (2005) **SHT.** 1 **OF** 1

**APPROVED:** 12/5/05

**RECOMMENDED:** 11/2/06

09/08/2005
NOTES:
1. RIPRAP IS TO BE PLACED PRIOR TO PLACING PIPE.
2. PLACE DELAWARE NO. 3 STONE UNDER PIPE.
3. ELEVATION (EL) SHOULD NOT BE HIGHER THAN PIPE INVERT.
4. REFER TO THE PIPE ENERGY DISSIPATOR SCHEDULE ON THE CONSTRUCTION PLANS FOR THE VALUE OF DIMENSION VARIABLES.

DELAWARE
DEPARTMENT OF TRANSPORTATION

RIPRAP ENERGY DISSIPATOR DETAIL

STANDARD NO. E-26 (2006)   SHT. 1 OF 1  APPROVED

08/09/2006
ALL DEAD, BROKEN, & CROSSING BRANCHES SHALL BE PRUNED OFF FOLLOWING INSTALLATION.

ALL SOIL SHALL BE EXCAVATED FROM THE PIT, MIXED WITH APPROVED AMENDMENTS AND USED AS BACKFILL DURING INSTALLATION OF SHRUB.

MULCH IN ACCORDANCE WITH SPECIFICATIONS, DO NOT PLACE MULCH AGAINST THE SHRUB STEMS.

ROOTBALL SHALL BE SET FLUSH TO GRADE OR 1/2" TO 2" ABOVE GRADE IF SOILS ARE SLOW TO DRAIN, DO NOT COVER THE TOP OF THE ROOTBALL WITH SOIL.

REMOVE BURLAP & WIRE BASKETS TO 1/3 OF THE ROOTBALL, DO NOT LEAVE BURLAP, BASKET, OR ROPE DEBRIS IN THE PIT.

ROOT BALL SHALL BE PLACED ON TAMPERED OR UNDUCATED SOIL.

NOTES:
1. BASE OF PLANTING PIT SHALL BE A MINIMUM WIDTH OF TWICE THE ROOT BALL SIZE AND A MAXIMUM OF THREE TIMES THE ROOT BALL SIZE.
2. SHRUBS SHALL BE INSTALLED IN MASSES OF NO LESS THAN 3 PLANTS. A MINIMUM OF 5' RADIUS WIDTH IS REQUIRED FROM THE BACK OF CURB TO THE EDGE OF SIDEWALK FOR INSTALLATION OF SHRUBS.
3. ALL PRUNING SHALL BE DONE BY AN ULA CERTIFIED ARBORIST, CERTIFIED NURSERY PROFESSIONAL, OR UNDER THE DIRECTION THEREOF. DO NOT HEAVILY PRUNE SHRUBS AT PLANTING.
4. AUGERED HOLES SHALL BE HAND DUG TO FINAL WIDTH AND TO ELIMINATE GLAZING.
5. ALL SHRUB MASSES SHALL BE MULCHED AS ONE CONTINUOUS BED.

ROADSIDE SHRUB PLANTING DETAIL
NOTES:
1. ALL PRUNING SHALL BE DONE BY OR UNDER THE DIRECTION OF AN L.S.A. CERTIFIED ARBORIST OR CERTIFIED NURSERY PROFESSIONAL. DO NOT HEAVILY PRUNE TREES AT PLANTING.
2. ALL DEAD, BROKEN, & CROSSING BRANCHES SHALL BE PRUNED OFF FOLLOWING INSTALLATION.
3. BASE OF PLANTING PIT SIZE SHALL BE A MINIMUM WIDTH OF TWICE THE ROOT BALL SIZE AND A MAXIMUM OF THREE TIMES THE ROOT BALL SIZE.
5. WHEN PLANTING TREES ALONG SIDEWALKS, THE TREE SHALL BE LINED TO 7' (2100) FOR PEDESTRIAN CLEARANCE.

STAKE & GUY TREES, GUY WIRE, STAKES, & RUBBER HOSE SHALL BE AS SPECIFIED IN SECTION TST.

SET ROOT BALL FLUSH TO GRADE OR +2'(50) ABOVE GRADE IF SOILS ARE SLOW TO DRAIN. PLANT TREES SUCH THAT THE TRUNK FLARE IS VISIBLE. ANY TREE WHERE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.

TAMP SOIL AROUND THE ROOT BALL BASE WITH FOOT PRESSURE SO ROOT BALL DOES NOT SHIFT.

REMOVE BURLAP AND BASKETS TO 1/2 OF THE ROOT BALL, DO NOT BURY EXCESS BURLAP, ROPE OR REMNANTS OF BASKET IN THE PLANTING HOLE.

DELAWARE DEPARTMENT OF TRANSPORTATION

PLANTING DETAILS

STANDARD NO. L-1 (2006) SHT. 2 OF 3

APPROVED

RECOMMENDED

08/04/2006
NOTES:
1: SEE PLANT LIST FOR SPACING.

SECTION VIEW

PERENNIAL/GROUND COVER
FINISHED GRADE
3" (75MM) MULCH - NOT TO COVER LEAVES
ROOT MASS
6" (150MM) PREPARED SOIL MIX, AS PER SPECIFICATION.
SUBGRADE TILLED TO 6" (150MM) DEPTH

PLAN VIEW

PERENNIAL/GROUNDCOVER PLANTING DETAIL
1.5" x 0.062" hole to accommodate survey cap.

LONGITUDINAL STEEL 6 CAGE (4.5) WIRE SPACED 3" 195 C.C., 26" 1650 LONG 14 W.P.

TRANSVERSE STEEL 7 CAGE (4.5) WIRE SPACED 8" 1200 C.C.

SECTION A-A

ELEVATION

NOTES:
1. LONGITUDINAL STEEL SHALL BE HELD IN PLACE BY CRADLES.
2. LETTERS TO BE COUNTERSUNK IN TOP OF MARKER 1/2 X 1/16."
DELAWARE
DEPARTMENT OF TRANSPORTATION

BOLLARD & SHARED-USE PATH DETAILS

NOTES:
7. STEEL TUBE TO EXTEND 2'(610) ABOVE GROUND WITH CONCRETE TO SLOPE AWAY FROM TUBE TO KEEP WATER AND SEDEMENT FROM DRAINING INTO TUBE.
8. BOLLARDS ARE NOT REQUIRED FOR A SHARED-USE PATH LESS THAN 8'(2450) WIDE.
9. REMOVE THE POST AS NECESSARY SO THAT IT WILL FIT IN THE STEEL TUBE.
10. THE LANDING SECTION SHALL BE A MINIMUM OF 5'(1525) IN LENGTH AND SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%. THE ENTIRE LANDING SECTION MUST ALSO BE CONCRETE.
11. THE TEMPORARY SLOPE SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%. IT SHALL ALSO HAVE A MAXIMUM RUNNING SLOPE OF 2%. HOWEVER, IF A O% RUNNING SLOPE DOES NOT ALLOW THE TEMPORARY SLOPE TO MEET EXISTING GRADE WITHIN 10'(3050), THE RUNNING SLOPE MAY EXCEED O%.

SCALE: 1/4"=1'-0"

DELTA

STANDARD NO. M-3 (3000)
SHT. 1 OF 1

APPROVED: 

1/14/2008
FRONT VIEW

2" (50)

24" (600)

36" (900)

48" (1200)

9" (225)

CONCRETE OR GROUT

12" (300) RADIUS

ISOMETRIC VIEW

30" (750) MIN

4 BIKE INSTALLATION

EXISTING CONCRETE

CONCRETE OR GROUT

3/8" (3) x 1 1/2" (38) TAMPER PROOF CONCRETE ANCHOR (TYP)

DELAWARE
DEPARTMENT OF TRANSPORTATION

BIKE RACK DETAILS

STANDARD NO. M-4 (2007)
SHT. 1 OF 1

APPROVED

RECOMMENDED

04/03/2001

DATE

ARCH DRAWN

DATE

DRAWN

DATE

SIGNED

DATE
WOOD RAIL FENCE DETAILS


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.

NOTES:

CLASS B CONCRETE

4" (100) x 4" (100) (NOMINAL)
TREATED POSTS (TYP.)

SEE NOTE 2

ATTACH WITH 4-12d HOT DIP GALVANIZED RING NAILS (TYP.)

1 1/2" (38) x 6" (150) (NOMINAL) TREATED RAILS (TYP.)

POSTS 8' (2.4m) O.C. ON STRAIGHT RUNS, 4' (1.2m) O.C. AROUND CURVES

12" (305) DIA. MIN.

4’ (1220) MAX

24" (610) MIN.

POST TOP AT 3% SLOPE

SEE NOTE 2

WOOD RAIL FENCE DETAILS

DELTAIRE
DEPARTMENT OF TRANSPORTATION

SHT. 1 OF 1
APPROVED
RECOMMENDED

03/27/2004
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 applications.

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 there is against building or other confining feature.

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 there is against building or other confining feature.
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 0.3T (10") WIDER. WHEN THE TEMPERATURE IS ABOVE 80°F (27°C), THE SEALANT RESERVOIR SHALL BE CUT 0.4T (12") NARROWER.
2. "T" REFERS TO THE ACTUAL CONSTRUCTED SLAB THICKNESS.
3. TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT RANGES SHALL BE PLUS 0.125" MINUS 0.100".
4. THE TOP EDGES OF THE CONTACT SURFACES OF THE SEALANT MATERIAL ON BOTH SIDES OF THE JOINT RESERVOIR SHALL BE AT THE SAME ELEVATION.
5. TRANSVERSE JOINT MATERIAL SHALL BE PLACED BEFORE LONITUDINAL JOINT MATERIAL. THE TRANSVERSE JOINT MATERIAL SHALL BE CONTINUOUS FOR THE FULL WIDTH OF ALL ADJACENT P.C.C. PAVEMENT SLABS.
6. LONITUDINAL JOINT MATERIAL SHALL BE PLACED WITHOUT GAPS WHENEVER INTERRUPTED BY THE TRANSVERSE JOINT MATERIAL.
7. TRANSVERSE JOINT SEAL TO BE RECESSED 0.5T TO 0.6T BELOW THE TOP OF THE SLAB.
8. A 45° CHAMFER SHALL BE CUT 0.5T TO 0.6T DEEP AT THE TOP OF THE SLAB ALONG BOTH SIDES OF THE TRANSVERSE SEALANT RESERVOIR.
9. THE TOP EDGES OF THE COMPRESSION SEAL SHALL BE IN FULL CONTACT WITH THE SLAB SIDES.

THE JUNCT AND SEALANT DETAILS

DELTA DEPARTMENT OF TRANSPORTATION
P.C.C. PAVEMENT
STANDARD NO. P-1 02000
SHT. 2 OF 5

APPROVED

DATE 1/10/05

RECOMMENDED

DATE 1/10/05
DOWEL & TIE BAR PLACEMENT TOLERANCES
**PLAN**

- Proposed locations for transverse joints shall exactly match the alignment of the final existing or relocated transverse joints in all immediately adjacent lanes.

**NOTES:**
1. When repairing existing transverse joints, the patch shall extend a minimum of 24"/600 through the existing joint, which will relocate the joint.
2. Proposed locations for transverse joints, when not aligned with the final expected transverse joint locations in the immediately adjacent lanes, shall be offset a minimum of 2"/500 from the aforementioned joints.
3. The longitudinal joint alignment shall be straight and continuous through the repaired area.
SEALANT DETAIL - LONGITUDINAL JOINT

SEALANT DETAIL - TRANSVERSE SAW-CUT JOINT

SEALANT DETAIL - TRANSVERSE CONSTRUCTION JOINT

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 ¥ " (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/¥ " (2), MINUS 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

PCC PAVEMENT PATCHING


APPROVED

RECOMMENDED
Dowel & Tie Bar Placement Tolerances

**Full Depth Patch**
NOTE: CLOSED CELL POLYETHYLENE FOAM SHALL BE THE SAME WIDTH AS THE JOINT AND 2" (50) 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

PARTIAL DEPTH PATCH

NOTE: WHEN X > 12" (300), THEN 1/4" (12) AND POLYETHYLENE FOAM IS NOT USED.
WHEN X ≤ 12" (300), THEN 1/4" X AND POLYETHYLENE FOAM IS USED.
NOTES:

II. 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 CONCEALED. 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.
NOTES:

1. TYPE 4 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE, AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 3/8" DIA. DIAMETER COMPLETELY THROUGH THE WALL. UNPLUGGED HOLE 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 ANDgraded TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.
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 ROAD. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED
ABOVE GRADE AND GRADED TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.
ROUND BASE

SQUARE BASE

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

<table>
<thead>
<tr>
<th>POLE BASE TYPE</th>
<th>DIAMETER</th>
<th>DEPTH</th>
<th>#1 (#25) HORIZONTAL REINFORCING BARS</th>
<th>#2 (#25) VERTICAL REINFORCING BARS</th>
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<tr>
<td>1</td>
<td>36' (95)</td>
<td>1' (305)</td>
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<td>8</td>
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<td>2</td>
<td>36' (95)</td>
<td>10' (3050)</td>
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<td>8</td>
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<tr>
<td>2A</td>
<td>48' (1220)</td>
<td>8' (2440)</td>
<td>5</td>
<td>8</td>
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<tr>
<td>2B</td>
<td>60' (1825)</td>
<td>7' (2130)</td>
<td>5</td>
<td>8</td>
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<tr>
<td>3</td>
<td>48' (1220)</td>
<td>6' (1828)</td>
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<tr>
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<td>60' (1825)</td>
<td>5' (1525)</td>
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<tr>
<td>3B</td>
<td>72' (2130)</td>
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<td>48' (1220)</td>
<td>8' (2440)</td>
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</table>

* - ADDITIONAL DEPTH FOR POLE BASE EXTENSION, IF REQUIRED, TO BE DETERMINED BY TRAFFIC ENGINEERING AND MANAGEMENT TEAM/FIELD REPRESENTATIVE.

### TYPICAL SECTION (BASES 5 AND 6)

NOTE:
SEE SPECIFICATIONS AND DETAILS FROM CURRENT PURCHASING CONTRACT FOR ANCHOR BOLT DIMENSIONS.
NOTES:

1. UNDERGROUND CONDUIT ENDS SHALL BE CAPPED WITH A GALVANIZED THREAD CONDUIT PLUG UNLESS CONNECTED TO AN EXISTING CONDUIT.

2. PLACE 2 EACH 6" x 5/8" x 3/4" x 1/8" R.V.C. SCHEDULE 40 (TYP) VENTS IN THE GROUT AS DIRECTED IN THE FIELD BY THE ENGINEER.
NOTES: 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE CONDUIT AGAINST ANY POSSIBLE DAMAGE IN PAVING OPERATIONS.


3. THE LEAD-IN WIRE SHALL BE RUN THROUGH THE RUBBER OF THE WEATHERPROOF FITTING.

DETAIL A - TYPICAL INSTALLATION UNDER INTEGRAL CURB AND GUTTER

DETAIL B - TYPICAL INSTALLATION UNDER CURBING

DETAIL C - TYPICAL INSTALLATION WITHOUT CURBING
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 12" (300MM) BACK FROM THE POINT OF THE EXTENDED CORNER.

2. THE LONGITUDINAL / TRANSVERSE CUT SHALL BE STOPPED APPROXIMATELY 2" (50MM) FROM THE CORNER TO PREVENT THE TRIANGULAR PORTION OF THE PAVEMENT FROM BREAKING.

3. A MAXIMUM OF TWO LOOP DETECTORS CAN BE SPLICE 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

DELAWARE
DEPARTMENT OF TRANSPORTATION

STANDARD NO. T-9 (2006) SHT. 1 OF 1

APPROVED

RECOMMENDED

12/5/05
11/6/06

01/9/2006
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' (0.6m) 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 #A and loop #B) to a lead-in cable.
4. Loop detector shall be centered in travel lane.

SECTION A - A

TYPE #2 LOOP DETECTOR

SPlicing DETAIL

NOTE TO CONSTRUCTOR

DELWARE DEPARTMENT OF TRANSPORTATION

STANDARD NO. T-10 (2006)

SHT. 1 OF 1

APPROVED

RECOMMENDED

01/19/2006
SPAN WIRE ATTACHMENT BETWEEN POLES

STANDARD NO. T-12 (2005)   SHT. 1 OF 2

NOTES: 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 1."
WOOD POLES

METAL 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.

DELTA STATE DEPARTMENT OF TRANSPORTATION

DEAD END MESSENGER WIRE ATTACHMENT

STANDARD NO. T-12 (2006) SHT. 2 OF 2

APPROVED

12/5/05

RECOMMENDED

11/8/05

03/09/2005
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' (3.05) SQUARE.

PLAN VIEW

SECTION A-A

DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 6

STANDARD NO. T-13 (2006)  SHT. 1 OF 1  APPROVED  RECOMMENDED

12/5/05  11/6/05

01/19/2006
NOTES:
1. TYPE T 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 ORNAWAY FROM THE CONDUIT JUNCTION WELL.
3. POLYMER CONCRETE COVERS SHALL BE THE HEAVY DUTY TYPE WITH A DESIGN LOAD OF 5,000 LBS (2268 kg) OVER A 0"x05" SQUARE.
NOTES:

1. TYPES B & D 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 8,000 LBS (6,000 KG) OVER A 10" (255) SQUARE.

### Dimensions

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<th>Dimensions</th>
<th>Type 8</th>
<th>Type 10</th>
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<td>35 3/4&quot;(905)</td>
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<tr>
<td>B</td>
<td>30 1/2&quot;(765)</td>
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TUBE SHELLS

CAP SCREW

TUBE ASSEMBLIES

BASE

TO CONTROLLER CABLE

4-CONDUCTOR WIRE SHIELDED LEAD-IN CABLE

METAL CAP (SEE NOTE 4)

WIRING ACCESS DOOR WEATHER PROOF

1/4" NPT FEMALE PORT (AT THE BOTTOM OF THE BASE)

MOUNTING NUT

TO MAST ARM

CABLE CONNECTIONS TO TERMINAL STRIP

ACCESS DOOR SCREW HOLE

4-POSITION TERMINAL STRIP

BLACK

GREEN

RED

WHITE

FRONT VIEW (CABLE NOT SHOWN)

SIDE VIEW

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. TEF-ON 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.
**NOTES:**

1. INVERTED CONFIGURATION SHALL BE USED FOR SPAN MOUNT.
2. SPAN WIRE MOUNTING HARDWARE SHALL BE SUPPLIED BY THE DEPARTMENT.
3. TEFLOW TAPE SHALL BE APPLIED TO THREADS BEFORE MOUNTING.