PLAN VIEW
OPEN WATER APPLICATION

PLAN VIEW
SHORELINE APPLICATION

CLEAR WATER
50' (15000) OR
100' (30000)
MOORING LINE WITH
FLOATATION (TYP.)
50' (15000) OR
100' (30000)
ANCHOR (TYP.)
TURBID WATER
DREDGE,
FILL AREA, OR
BRIDGE PIER

60' (18000)
SINGLE PANEL
ROPE LACING
TOP LOAD LINE
FLOATATION UNIT
ELEVATION
BOTTOM LOAD LINE
ADDITIONAL PANEL

FLOATING TURBIDITY CURTAIN
NOTE:
1) ADDITIONAL PANEL REQUIRED FOR DEPTHS GREATER THAN 5' (15000).
2) FLOATING TURBIDITY CURTAIN SHALL REACH BOTTOM UP TO
DEPTHS OF 10' (30000) BY USING TWO PANELS. DEPTHS GREATER
THAN 10' (30000) SHALL REQUIRE SPECIAL DEPTH CURTAINS SPECIFICALLY
CALLED FOR IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
SECTION

TOP LOAD LINE

TURBID WATER

CLEAR WATER

BOTTOM LOAD LINE

FASTEN AT 4 PLACES EQUALLY SPACED

ELEVATION

TOP LOAD LINE

80' (24380 MM) MAX.

80' (24380 MM)

TURBIDITY CURTAIN

STAKE

BOTTOM LOAD LINE

SECOND REVIEW 11/07/05

STAKED TURBIDITY CURTAIN

PLAN VIEW

SHALLOW WATER/MARSH APPLICATION

DELAWARE
DEPARTMENT OF TRANSPORTATION

TURBIDITY CURTAIN

STANDARD NO. E-25 (2005)

SHT. 2 OF 2

APPROVED

RECOMMENDED

09/08/2005
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 480 GALLONS PER MINUTE [2,260 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.
**INITIAL TRENCH ANCHOR DETAIL**
Applied at the downstream end of ditch

- Compacted and seeded backfill
- Staples to be placed at 2' (300) spacing across dominant flow

---

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

- Compacted and seeded backfill
- Staples to be placed at 12' (3600) spacing across dominant flow

---

**LONGITUDINAL TRENCH ANCHOR DETAIL**

- Compacted and seeded backfill
- Staples to be placed at 36' (9000) spacing along dominant flow

---

**STABILIZATION OF DITCHES PLAN**

- Staples (Typ.J)
- Overlap

**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. Topsail under turf reinforcement mat is to be tracked and seeded.

---

**OVERLAP DETAIL**

- Compacted and seeded backfill
- Staples to be placed at 12' (3600) spacing across dominant flow

---

**STABILITY OF DITCHES SECTION A-A**

- Turf reinforcement mat to be centered along flow line of ditch
- Staples (Typ.J)

---

**STAPLE DETAIL**

- Geotextile wire or heavier
- Staples (Typ.J)
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.
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.

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 PLANTED IN MASSES OF NO LESS THAN 3 PLANTS, A MINIMUM OF 6" WIDE 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 IGA CERTIFIED ARBOREST, 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

DELWARE DEPARTMENT OF TRANSPORTATION

PLANTING DETAILS

APPROVED

STANDARD NO. L-1 (2006) SHRT. 1 OF 3 RECOMMENDED

08/04/2006
DO NOT PRUNE THE DOMINANT LEADER OR TERMINAL BUDS OF THE CROWN.

NOTES:
1. ALL PRUNING SHALL BE DONE BY OR UNDER THE DIRECTION OF, AN U.S.A. CERTIFIED ARBORIST OR CERTIFIED NURSERY PROFESSIONAL. DO NOT HEAVILY PRUNE TREES AT PLANTING.
2. ALL DEAD, BROKEN, & CROSSING BRANCHES SHALL BE PRUNED BEFORE PLANTING.
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 LIMITED TO 7' (2100MM) FOR PEDESTRIAN CLEARANCE.

STAKE & GUY TREES, GUY WIRE, STAKES, & RUBBER HOSE SHALL BE AS SPECIFIED IN SECTION 1ST.

SET ROOT BALL FLUSH TO GRADE OR *1/25 TO 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.

MULCH IN ACCORDANCE WITH SPECIFICATIONS. DO NOT PLACE MULCH AGAINST THE TRUNK.

ALL SOIL SHALL BE EXCAVATED FROM THE PIT, MIXED WITH APPROVED AMENDMENTS AS PER SPECIFICATIONS AND USED AS BACKFILL. DURING INSTALLATION OF TREES, PLACE ROOT BALL ON TAMPERED UNEXCAVATED SOIL.

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.
NOTES:
1. SEE PLANT LIST FOR SPACING CO.

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

SECTION VIEW

PERENNIAL/GROUND COVER PLANTING DETAIL
1½"x½" hole to accommodate survey cap.

LONGITUDINAL STEEL 6 CAGE (4.3) WIRE SPACED .3/175 C.C., 26'x6500 LONG 144'-0".

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

SECTION A-A

NOTES:
1. LONGITUDINAL STEEL SHALL BE HELD IN PLACE BY CRADLES.
2. LETTERS TO BE COUNTERSUNK IN TOP OF MARKER ½"-16."
DELAWARE DEPARTMENT OF TRANSPORTATION

BIKE RACK DETAILS

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

APPROVED

RECOMMENDED

SCALE: 1" = 1'-0"

DATE 04/03/2007

FRONT VIEW

24" (600)

9" (225)

CONCRETE OR GROUT

EXISTING CONCRETE

3/8" (9) x 1 1/4" (32) TAMPER PROOF CONCRETE ANCHOR (TYP)

ALTERNATE ANCHOR OPTION

SECTION VIEW

4 BIKE INSTALLATION

ISOMETRIC VIEW

36" (900)

48" (1200)

24" (600)

9" (225)

TYP
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.
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.

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
DELWARE
DEPARTMENT OF TRANSPORTATION

P.O.C. PARKING BUMPER

STANDARD NO. M-8 (2007) SHT. 1 OF 1

DELWARE
DEPARTMENT OF TRANSPORTATION

P.O.C. PARKING BUMPER

STANDARD NO. M-8 (2007) SHT. 1 OF 1

APPROVED

RECOMMENDED

SECTION A-A

ELEVATION
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 1/4" (3) WIDER. WHEN THE TEMPERATURE IS ABOVE 80°F (27°C), THE SEALANT RESERVOIR SHALL BE CUT 1/4" (3) NARROWER.
2. "T" REFERS TO THE ACTUAL CONSTRUCTED SLAB THICKNESS.
3. TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT RANGES SHALL BE PLUS 1/8" (3), 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.
5. TRANSVERSE JOINT MATERIAL SHALL BE PLACED BEFORE LONGITUDINAL JOINT MATERIAL. THE TRANSVERSE JOINT MATERIAL SHALL BE CONTINUOUS FOR THE FULL WIDTH OF ALL ADJACENT P.C.C. PAVEMENT SLABS.
6. LONGITUDINAL JOINT MATERIAL SHALL BE PLACED WITHOUT GAPS WHENEVER INTERRUPTED BY THE TRANSVERSE JOINT MATERIAL.
7. TRANSVERSE JOINT SEAL TO BE RECESSED 1/4" (6) TO 1/2" (13) BELOW THE TOP OF THE SLAB.
8. A 45° CHAMFER SHALL BE CUT 1/8" (3) TO 1/4" (6) 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.

JOINT AND SEALANT DETAILS
VERTICAL TRANSLATION

HORIZONTAL TRANSLATION

LONGITUDINAL TRANSLATION

HORIZONTAL ROTATION

VERTICAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES
PLAN

1. 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 2' x 1600 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' x 1600 from the aforementioned joints.
3. The longitudinal joint alignment shall be straight and continuous through the repaired area.

SLAB PLAN (WITH DOWEL AND TIE LOCATIONS)

FULL DEPTH PATCH

DELAWARE DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT PATCHING

STANDARD NO. P-2 (2006) SHT. 1 OF 5

APPROVED

RECOMMENDED

Date: 4/16/08
SECTION A-A

SECTION B-B
TRANSVERSE SAW-CUT USED FOR JOINTS LOCATED WITHIN THE PATCH

SECTION C-C
TRANSVERSE CONSTRUCTION JOINT USED ON JOINTS BETWEEN EXISTING PAVEMENT AND PATCH

FULL DEPTH PATCH
**SEALANT DETAIL - LONGITUDINAL JOINT**

- DOWEL BAR

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

- HORIZONTAL JOINT SEALANT
- HOT-POURED JOINT SEALANT
- TOP OF SLAB
- 1/16" INITIAL SAW CUT
- P.C.C. PATCH

**SEALANT DETAIL - TRANSVERSE CONSTRUCTION JOINT**

- BACKER ROD
- HOT-POURED JOINT SEALANT
- TOP OF SLAB

**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 1/4" NARROWER.
2. "T" REFERS TO THE EXISTING "AS-BUILT" SLAB THICKNESS.
3. TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT HANDES SHALL BE PLUS/12" (30 MM), 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**
VERTICAL TRANSLATION

HORIZONTAL TRANSLATION

LONGITUDINAL TRANSLATION

HORIZONTAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES

FULL DEPTH PATCH
NOTE: CLOSED CELL POLYETHYLENE FOAM SHALL BE THE SAME WIDTH AS THE JOINT AND 2' (+5) 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" (300mm), THEN Y' = Y (25) AND POLYETHYLENE FOAM IS NOT USED. WHEN X ≤ 12" (300mm), THEN Y' = X AND POLYETHYLENE FOAM IS USED.

DELAWARE
DEPARTMENT OF TRANSPORTATION

P.C.C. PAVEMENT PATCHING

STANDARD NO. P-2 (2001) SHT. 5 OF 5

APPROVED

RECOMMENDED
NOTES:

1. The profile of the overlay paving shall be adjusted to assure a smooth transition through the butt joint. The removal and cleanup of the hot mix residue wedge left from the milling operations along curb lines, adjacent to speed bumps, across intersecting streets, and at the beginning and ending points of the butt joint, shall be incidental to the butt joint item.

2. The length of the butt joint shall be equal to 30' (900mm) for every 1" (25mm) of overlay depth.
NOTES:

1. TYPE 1 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELL WILL BE OF A 5" ID 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 CONCRETE TYPE.

3. TYPE 2 WALLS WILL BE A NOMINAL 4" ID THICK. TYPE 3 WALL WILL BE A NOMINAL 8" ID THICK.

4. TYPE 2 AND TYPE 3 CONDUIT JUNCTION WELLS SHALL NOT BE PLACED UNDER ANY TYPE OF PAVEMENT.

5. ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNEPAVED 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 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.
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 UNEVEN AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.

SECTION A-A

DEL. 57 STONE

30" (750) X 30" (750)
ROUND BASE

SQUARE BASE

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

DELAWARE
DEPARTMENT OF TRANSPORTATION

POLE BASES

STANDARD NO.  T-6  (2006)  SHT.  1  OF  1  RECOMMENDED

APPROVED  12/5/05

[Signature]  11/06/05

09/08/2005
POLE BASE DATA CHART

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<th>#8 (2&quot;) VERTICAL REINFORCING BARS</th>
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* - 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.

DELAWARE
DEPARTMENT OF TRANSPORTATION

POLE BASES

STANDARD NO.  T-6 (2006)
SHT.  3 OF 3

APPROVED

01/30/2008
SECTION A-A

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 6" P.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.
2. THE WEATHERPROOF FITTING SHALL CONSIST OF A GALVANIZED 3/8" (38) COUPLING CONTAINING A STEEL THREADED REDUCING BUSHING 3/8" (38) TO 5/8" (89) AND A 5/8" (89) WATER Tight CONNECTOR FOR SERVICE ENTRANCE CABLE.
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" CIRCULAR BACK FROM THE POINT OF THE EXTENDED CORNER.

2. THE LATERAL / TRANSVERSE CUT SHALL BE STOPPED APPROXIMATELY 2" ISO FROM THE CORNER TO PREVENT THE TRAPEZOIDAL PORTION OF THE PAVEMENT FROM BREAKING.

3. A MAXIMUM OF TWO LOOP DETECTORS CAN BE SPICED TO ONE LEAD-IN CABLE. THE DETAIL ILLUMINATES THE METHOD OF SPICING TWO LOOP DETECTORS, LOOP 1 AND LOOP 2, TO A LEAD-IN CABLE.

4. LOOP DETECTOR SHALL BE CENTERED IN TRAVEL LANE.
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 #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-10 (2006) SHT. 1 OF 1

APPROVED

RECOMMENDED
SPAN WIRE ATTACHMENT BETWEEN POLES

DEPARTMENT OF TRANSPORTATION

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

APPROVED

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 MESSENER WIRE ATTACHMENT, METAL POLES".
WOOD POLES

SERVICE WEDGE CLAMP

MESSENER WIRE

MESSENER CLAMP

LASHING WIRE

CABLE SPACER

ELECTRICAL CABLE

WOOD POLE

GALVANIZED 3/4" X 3" X 3" X 3"

GALVANIZED 3/4" X 3" X 3" X 3"

GALVANIZED 3/4" X 2" X 2"

GALVANIZED 3/4" X 2" X 2"

GALVANIZED 3/4" X 2" X 2"

NOTE: INSTALLATION METHOD SHOWN FOR DEAD END MESSENER WIRE ATTACHMENT TO METAL POLES SHALL BE USED FOR SPAN WIRE ATTACHMENT BETWEEN METAL POLES.
NOTES:

1. TYPE G 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 (66800 kg) OVER A 10" (255) SQUARE.

PLAN VIEW

SECTION A-A
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 ORAN AWE FROM THE CONDUIT JUNCTION WELL.
3. POLYMER CONCRETE COVERS SHALL BE THE HEAVY DUTY TYPE WITH A DESIGN LOAD OF 15,000 LBS (6,800 kg) OVER A 0" (255) SQUARE.
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 GRATED 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 (6000 kgs) OVER A 10" (255) SQUARE.

<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th>TYPE 8</th>
<th>TYPE 10</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>47 ½&quot;(1200)</td>
<td>35 ½&quot;(950)</td>
</tr>
<tr>
<td>B</td>
<td>30 ½&quot;(760)</td>
<td>24&quot;(600)</td>
</tr>
<tr>
<td>C</td>
<td>48 ½&quot;(1220)</td>
<td>37 ½&quot;(950)</td>
</tr>
<tr>
<td>D</td>
<td>32 ½&quot;(815)</td>
<td>26&quot;(660)</td>
</tr>
<tr>
<td>E</td>
<td>45 ½&quot;(1190)</td>
<td>33&quot;(840)</td>
</tr>
<tr>
<td>F</td>
<td>28 ½&quot;(710)</td>
<td>22 ½&quot;(560)</td>
</tr>
<tr>
<td>G</td>
<td>36&quot;(915)</td>
<td>22&quot;(560)</td>
</tr>
<tr>
<td>H</td>
<td>32&quot;(815)</td>
<td>21&quot;(535)</td>
</tr>
<tr>
<td>I</td>
<td>58&quot;(1470)</td>
<td>46&quot;(1165)</td>
</tr>
<tr>
<td>J</td>
<td>46&quot;(1165)</td>
<td>34&quot;(865)</td>
</tr>
</tbody>
</table>
**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.
NOTES:

1. INVERTED CONFIGURATION SHALL BE USED FOR SPAN MOUNT.
2. SPAN WIRE MOUNTING HARDWARE SHALL BE SUPPLIED BY THE DEPARTMENT.
3. TEFLOM 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.
SQUARE POST SHALL NOT BE LESS THAN 2" x 2" x 2" with a wall thickness of 0.030" (0.77 mm).

2" x 2" x 2" SQUARE TUBING

2½" x 6½" SQUARE TUBING

PVC SLEEVE

CONCRETE STONE

INSTALLED IN SOIL INSTALLED IN CONCRETE SIDEWALK OR MEDIAN

BREAK-AWAY ASSEMBLY

NOTES:
1. SQUARE TUBES ARE TO BE FORMED FROM GALVANIZED SHEET STRUCTURAL (PHYSICAL) QUALITY, ASTM A 446, GRADE A, COATING DESIGNATION C 90, REGULAR SPANGLE, OR HOT ROLLED CARBON SHEET STRUCTURAL (PHYSICAL) QUALITY, ASTM A 57, GRADE 33.
2. NOMINAL OUTSIDE DIMENSIONS ARE AS FOLLOWS:
   ALL 2" x 2" x 2" TUBING +/- 0.008
   2½" x 6½" +/- 0.010
3. ALL FOUR SIDES ARE TO HAVE EVENLY SPACED 3/16" ID DIAMETER HOLES ON 4" OC CENTERS THE ENTIRE LENGTH OF THE TUBE.
4. STANDARD CORNER RADIUS SHALL BE 3/8" X 45°.
5. THE FASTENERS TO BE SUPPLIED UNDER THIS SPECIFICATION SHALL BE 5/16"-18, GRADE 5 UNC CORNER BOLTS WITH COAXIAL OR ZINC PLATING, INSTALLATION OF SIGNS SHALL BE WITH 3/4" OD X 2½" x 6½" BOLTS WITH LOCKNUT AND WASHER.
6. THE CONTRACTOR SHALL PROVIDE AND INSTALL PVC SLEEVES 4" ID (MINIMUM, 6" ID (MAXIMUM) INSIDE DIAMETER MINIMUM) INSIDE DIAMETER MAXIMUM IN PROPOSED CONCRETE SIDEWALKS, ISLANDS, AND MEDANS FOR FUTURE TRAFFIC SIGN POSTS AS DIRECTED BY THE ENGINEER; THE LOWER END OF THE SLEEVE SHALL BE SET ON TOP OF THE SOIL.

DELTA WAVE AVE

TYPICAL ASSEMBLY

PIN ASSEMBLY

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

DEPARTMENT OF TRANSPORTATION

STANDARD NO. T-15 (2009) SHT. 1 OF 1

APPROVED SIGNATURE ON FILE 01/14/2020

RECOMMENDED SIGNATURE ON FILE 01/14/2020

04/28/2020