SECTION A-A

OUTLET AS REQUIRED
SEE NOTES 1 & 2.

PLAN

DELaware
DEPARTMENT OF TRANSPORTATION

PERIMETER DIKE / SWALE

STANDARD NO. E-12 (2005) SHT. 1 OF 1

APPROVED

RECOMMENDED

09/02/2005
CHART A - FLOW CHANNEL STABILIZATION

<table>
<thead>
<tr>
<th>TYPE</th>
<th>CHANNEL GRADE</th>
<th>TYPE OF TREATMENT</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>0.5-2.0%</td>
<td>SEED AND EROSION</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CONTROL BLANKET</td>
</tr>
<tr>
<td>2</td>
<td>2.1-8.0%</td>
<td>R-4 RIPRAP</td>
</tr>
<tr>
<td>3</td>
<td>8.1-20%</td>
<td>ENGINEERED DESIGN</td>
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</tbody>
</table>

CHART B - EARTH DIKE DIMENSIONS

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>DIKE A (5-60cm/2-4 hcl)</th>
<th>DIKE B (5-60cm/2-4 hcl)</th>
</tr>
</thead>
<tbody>
<tr>
<td>d-DIKE HEIGHT</td>
<td>18&quot;(450)</td>
<td>18&quot;(450)</td>
</tr>
<tr>
<td>b-DIKE WIDTH</td>
<td>24&quot;(600)</td>
<td>24&quot;(600)</td>
</tr>
<tr>
<td>c-FLOW WIDTH</td>
<td>48&quot;(1200)</td>
<td>72&quot;(1800)</td>
</tr>
<tr>
<td>b-FLOW DEPTH</td>
<td>27&quot;(680)</td>
<td>27&quot;(680)</td>
</tr>
</tbody>
</table>

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 CUTFALL.
DISCHARGE INTO A STABILIZED DITCH - GEOTEXTILE, STONE OR GRASSED OR A SEDIMENT TRAP.

FLOW

R-4 RRPRAP
(3 STY 3 m³)

TOE OF SLOPE

FILL SLOPE

CORRUGATED PIPE - SEE PLANS FOR LOCATIONS OR AS DIRECTED BY THE ENGINEER.

TOP OF FILL SLOPE AS EMBANKMENT IS CONSTRUCTED

EDGE BERM
AT TOP OF FILL SLOPE

ANTI-SEEP COLLAR

TEMPORARY FLOW LINE

INTERCEPTOR BERM, 36" (900) MIN.
HEIGHT, LENGTH AS REQUIRED TO CONTAIN SURFACE DRAINAGE AND DIRECT INTO TEMP. SLOPE DRAIN.

PLAN

SLOPE DRAIN PROFILE
(FOR FILL SLOPES)

CORRUGATED PIPE

36" (900) MIN.

EMBANKMENT

COMPACT SOIL AROUND END OF PIPE

ANTI-SEEP COLLAR

FLOW

FLOW

EDGE BERM

R-4 RRPRAP

PHASE I DRAIN

PHASE I FILL

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.
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.
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. 3/16" x 3/4" x 15/16" 80 GAGE 0.8 MESH 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) IN CENTER IN ALL DIRECTIONS.
5. TYPE 1 SUMP PIT SHALL BE USED ONLY WHEN PUMPING IS NEEDED FOR LESS THAN 7 DAYS.
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 0.6 m (24") and a minimum depth of 1.0 m (3.3'). 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' + 0.5 x Y
Metric: Top Length (mm) = 7590 + 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 sheet) 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 2' (600 MM) 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.
STONE TRENCHES

FLOW

GEOTEXTILE

STONE TRENCHES

FLOW

EXISTING CHANNEL
WORK AREA

STONE TRENCHES

TEMPORARY DIVERSION CHANNEL

SAND BAG Dike
(SEE STANDARD SHEET)

FLOW

PLAN

STONES

FLOW

DEL. NO. 3 STONE

GEOTEXTILE

STONE TRENCH

GEOTEXTILE

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

FASTENING DETAIL

TRENCHING DETAIL

SECTION A-A

OBLIQUE VIEW

STONE TRENCH

2' (600)

PINS

24" (600) MAX. LONGITUDINAL SPACING
6" (150) MAX. LATERAL SPACING

2' (600)

6" (150) DIA. WASHER

30° ± 5°

18° ± 5°

3/8" (5) PINS

DELAWARE
DEPARTMENT OF TRANSPORTATION

GEOTEXTILE-LINED CHANNEL DIVERSION

STANDARD NO. E-18 (2005)

SH. 1 OF 1

APPROVED

RECOMMENDED

09/08/2005
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 (#0) SHALL BE 1 Foot ABOVE THE PEAK ELEVATION OF THE ONE YEAR STORM.
NOTES:

0. The work shall consist of installing a sandbag dike for the purpose of erosion control.

1. 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 placed 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 1/100 one-year storm event peak flow, see plans.

5. The pipe, when utilized, shall be sized to pass the stream base flow.
NOTES:
1. ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIRED UNDER THE ENTRANCE, IF NECESSARY, A MOUNTABLE BERM WITH 3% SLOPES SHALL BE ALLOWED TO FACILITATE PLACEMENT OF PIPE 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 ELIMINATION 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" OF STONE SHALL BE REMOVED AND REPLACED WITH 2" OF CLEAN STONE WHEN Voids ARE FILLED OR AS DIRECTED BY THE ENGINEER.
1. All P.V.C. pipes are to be 4" 000 LD, Schedule 40.
2. All joints of the floatation section shall be solvent welded. Joints of skimmer section need not be water-tight.
3. 4" 000 HOPE 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 to slowly release 0.025 runoff for at least 24 hours.

**Notes:**

1. Orifice drilled in end cap (see note 4).
2. 12 rows of ½" 030 dia. holes, ¼" dia. G.C.
3. 4" 025 steel strap (TYP).
4. 4" 025 rebar guide post (TYP).
5. Wire stop at top of riser.
6. Attach flexible pipe to PVC with two No. 8 wood screws.
7. Flange with rubber gasket material (attach to structure with concrete screws or other suitable attachment as approved by the Engineer).

**Plan View**

**Front View**

**Side View**

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**Delaware Department of Transportation**

**Standard No. E-22 (2006)**

**SHT. 1 OF 1**

**Recommended**

**Approved**

10/02/2006
FLOATING TURBIDITY CURTAIN

NOTE: 1) ADDITIONAL PANEL REQUIRED FOR DEPTHS GREATER THAN 5' (1500).  
2) FLOATING TURBIDITY CURTAIN SHALL REACH BOTTOM UP TO  
DEPTH 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.
SECTION

ELEVATION

PLAN VIEW

SHALLOW WATER/MARSH APPLICATION

STAKED TURBIDITY CURTAIN

DELaware DEPARTMENT OF TRANSPORTATION

TURBIDITY CURTAIN

STANDARD NO. E-23 (2006) SHT. 2 OF 2

APPROVED

RECOMMENDED

09/08/2005
NOTES:
2. 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 42 GALLONS PER MINUTE 226 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
INITIAL TRENCH ANCHOR DETAIL
APPLIED AT THE DOWNSTREAM END OF DITCH

TERMINAL TRENCH ANCHOR DETAIL
APPLIED AT THE UPSTREAM END OF DITCH

LONGITUDINAL TRENCH ANCHOR DETAIL

OVERLAP DETAIL

STABILIZATION OF DITCHES

PLAN

NOTES:
1. ADDITIONAL STAPLES NOT SHOWN ARE REQUIRED AT OVERLAPS, END SLICE SLOCS AND EDGES. SEE APPROPRIATE DETAILS FOR STAPLE PLACEMENT.
2. STAPLES ARE TO BE STAGGERED.
3. TOPSOL UNDER TURF REINFORCEMENT MAT IS TO BE TRACED AND SEEDED.

STABILIZATION OF DITCHES
SECTION A-A

DELAWARE DEPARTMENT OF TRANSPORTATION

TURF REINFORCEMENT MAT APPLICATIONS

STANDARD NO. E-25 (2000)  SHT. 1 OF 1

APPROVED

RECOMMENDED

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

1. All dead, broken, & crossing branches shall be pruned off following installation.
2. Rootball shall be set flush to grade or above grade if soils are slow to drain. Do not cover the top of the rootball with soil.
3. All soil shall be excavated from the pit, mixed with approved amendments and used as backfill during installation of shrub.
4. Mulch in accordance with specifications. Do not place mulch against the shrub stems.
5. Remove burlap & wire baskets to 1/3 of the rootball. Do not leave burlap, basket, or rope debris in the pit.

Notes:
- Base of planting pit shall be a minimum width of twice the rootball size and a maximum of three times the rootball size.
- Shrubs shall be installed in masses of no less than 3 plants. A minimum of 6'-18000 width is required from the back of curb to the edge of sidewalk for installation of shrubs.
- All pruning shall be done by an LJA certified arborist, certified nursery professional, or under the direction thereof. Do not heavily prune shrubs at planting.
- Adered holes shall be hand dug to final width and to eliminate grading.
- All shrub masses shall be mulched as one continuous bed.

**DELAWARE DEPARTMENT OF TRANSPORTATION**

<table>
<thead>
<tr>
<th>PLANTING DETAILS</th>
<th>APPROVED</th>
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<tbody>
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<td>STANDARD NO. L-1 (2006)</td>
<td>SHT. 1 OF 1</td>
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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 I.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 LIMITED TO 7' (8400) 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 +/- 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.

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 TAMMED OR 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 PIT.
NOTES:
1. SEE PLANT LIST FOR SPACING CO.

PERENNIAL/GROUND COVER
FINISHED GRADE
3" (75) MULCH - NOT TO COVER LEAVES
ROOT MASS
6'-18" PREPARED SOIL MIX, AS PER SPECIFICATION.
SUBGRADE TILLED TO 6'-18" DEPTH

PLAN VIEW

SECTION VIEW

PERENNIAL/GROUNDCOVER PLANTING DETAIL
DETAILED 'A'

INTERMEDIATE OR LINE POST:
STUDGED "T" - 0.73 LBS./LIN. FT., 0.14 kg/m,
W - 2.27 LBS./LIN. FT., 0.35 kg/m

END POST: 7½" (190) O.D.,
3.65 LBS./LIN. FT., 5.45 kg/m

FASTEN WITH 5 CLAMPS OR
* 9 GAGE GALV. WIRE TIES

12½" CAGE, 2.71, 4 PT. BARB, 5" (127) C.C.,
ONE STRAND BARBED WIRE

CORNER OR PULL POST: 7½" (190) O.D.,
3.65 LBS./LIN. FT., 5.45 kg/m

STRETCH FENCE TO CORNER POST
AND TIE WITH 5 WRAPS

SEE DETAIL 'A'

DELAWARE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY FENCE

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

APPROVED

RECOMMENDED
NOTES:

1. Longitudinal steel shall be held in place by cradles.
2. Letters on concrete monument to be countersunk in top of marker ½".
3. Flexible delineators are only to be used on roads with a specified denial of access or classified as minor arterials or higher. On all other road classifications, a wooden stake shall be placed with "ROW" handwritten vertically in 1" tall letters.
4. Place cap on concrete monument so that top of cap is flush with the top of the concrete monument.

DELTA
DEPARTMENT OF TRANSPORTATION

DELAWARE
LICENSE 

RIGHT OF WAY MONUMENTATION

APPROVED

SIGNATURE ON FILE

12/22/2011

STANDARD NO.  M-2 (2011)

RIGHT OF WAY

RECOMMENDED

SIGNATURE ON FILE

12/21/2011

ELEVATION

SECTION A-A

TOP DETAIL

TOP DETAIL

FLEXIBLE DELINEATOR DETAIL
SHARED-USE PATH INTERSECTION

DETECTABLE WARNINGS SHALL ONLY BE PLACED WHEN THE SHARED-USE PATH INTERSECTS A TRAVELWAY.

DETECTABLE WARNINGS SHALL ONLY BE PLACED WHEN THE SHARED-USE PATH INTERSECTS A TRAVELWAY.

BOLLARD & SHARED-USE PATH DETAILS

DELAWARE
DEPARTMENT OF TRANSPORTATION

SCALE 1:12.5

STANDARD NO. M-3 (3089) SHT. 1 OF 1

NOTE:
1. 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 ROAD SHALL BE INSTALLED, SEE DETAIL C-2.
2. STEEL TUBE TO EXTEND 12" (305) ABOVE GROUND WITH CONCRETE TO SLOPE AWAY FROM TUBE TO KEEP WATER AND SEWAGE FROM DRIVING INTO TUBE.
3. BOLLARDS ARE NOT REQUIRED FOR A SHARED-USE PATH LESS THAN 6" (150) WIDE.
4. SHAPE THE POST AS NECESSARY SO THAT IT MELT IN THE STEEL TUBE.
5. THE LANDING SECTION SHALL BE A MINIMUM OF 5" (125) IN LENGTH AND SHALL HAVE A MAXIMUM CROSS SLOPE AND RUNNING SLOPE OF 2:1. THE ENTIRE LANDING SECTION MUST ALSO BE CONCRETE.
7. STRIPING MATERIAL TO BE DETERMINED BY THE ENGINEER BASED ON THE MATERIAL THAT THE STRIPING IS BEING PLACED ON.
8. THE APPROPRIATE TYPE 3 OBJECT MARKER SHALL BE PLACED ON THE FRONT AND BACK OF EACH BOLLARD AS PER THIS DETAIL.
BIKE RACK LAYOUT DETAILS

NOTES:
1) BIKE RACK SHALL BE ANCHORED AS PER MANUFACTURER'S RECOMMENDATIONS AFTER APPROVAL FROM ENGINEER IN THE FIELD.
2) DETAIL SHOWN WITH P.C.C. CURB TYPE 1-8, HOWEVER ACTUAL CURB VARIES AND SHOULD BE PLACED AS SHOWN ON PLANS.
3) SPECIAL CONSIDERATIONS SHOULD BE TAKEN WHEN PLACING BIKE RACKS NEAR CURB RAMPS AND MAY REQUIRE A DETAIL ON THE PLANS.

DELAWARE DEPARTMENT OF TRANSPORTATION

BIKE RACK LAYOUT DETAILS

STANDARD NO. M-4 (2011)  SHT. 1  OF 1  APPROVED  RECOMMENDED

SIGNATURE ON FILE  12/22/2011
SIGNATURE ON FILE  12/21/2011
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.

Typical Joint Detail:

- Attach with 4-12d hot dip galvanized ring nails (typical).
- 4" x 4" x 4" (nominal) treated posts (typical).
- Miter top at 3:12 slope.

Section A-A:
- Slope to drain.
- Class B concrete.
- Posts 8' (2.4m) o.c. on straight runs, 4' (1.2m) o.c. around curves.

Notes:
- See Note 2.
4" x 8" RUNNING BOND PATTERN

4" x 8" 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, REFER TO THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STRIPING WIDTH.
4. THE PATTERNS ABOVE ARE THE PREFERRED PATTERNS AVAILABLE FOR SIDEWALK OR CROSSWALK APPLICATIONS.

BRICK PAVER SIDEWALK DETAIL

NOTES:
1. WHEN SIDEWALK IS CONFINED BY A RIGID STRUCTURE ON BOTH SIDES, EXPANSION JOINT MATERIAL SHALL BE USED FROM TOP OF BRICK TO BOTTOM OF CONCRETE BASE ON AT LEAST ONE SIDE OF THE SIDEWALK.
2. EDGE RESTRAINT MUST BE APPROVED BY THE ENGINEER IN THE FIELD AND SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS.
**SLAB PLAN (WITH DOWEL AND TIE LOCATIONS)**

**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. ABREPT 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 OR CENTERLINE.
NOTES:

2. “T” REFERS TO THE ACTUAL CONSTRUCTED SLAB THICKNESS.

3. TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT RANGES SHALL BE PLUS 1/4", 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

5. TRANSVERSE JOINT MATERIAL SHALL BE PLACED BEFORE LONGITUDINAL JOINT MATERIAL THE TRANSVERSE JOINT MATERIAL SHALL

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" TO 1/4" DEEP AT THE TOP OF THE SLAB ALONG BOTH SIDES OF THE TRANSVERSE SEALANT

8. THE TOP EDGES OF THE COMPRESSION SEAL SHALL BE IN FULL CONTACT WITH THE SLAB SIDES.

9. THE TOP EDGES OF THE COMPRESSION SEAL SHALL BE IN FULL CONTACT WITH THE SLAB SIDES.

DELAWARE
DEPARTMENT OF TRANSPORTATION

P.C.C. PAVEMENT

STANDARD NO. P-1 2000

SHT. 2 OF 5

APPROVED

RECOMMENDED

DATE: 1/10/05

SCALE: N.T.S.
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 2′/6000 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′/6000 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. PAVERSMENT PATCHING

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

APPROVED

RECOMMENDED

1/14/2008
SECTION A-A
EXIST. HOT-MIX OVER P.C.C. PAVEMENT

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

DELAWARE DEPARTMENT OF TRANSPORTATION
P.C.C. PAVEMENT PATCHING

STANDARD NO. P-2 (2008) SH. 2 OF 5

APPROVED

1/14/2008
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 0.3" (8 MM) WIDER.
2). "T" REFERS TO THE EXISTING "AS-BUILT" SLAB THICKNESS.
3). TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT RANGE SHALL BE PLUS/ MINUS 0.040".