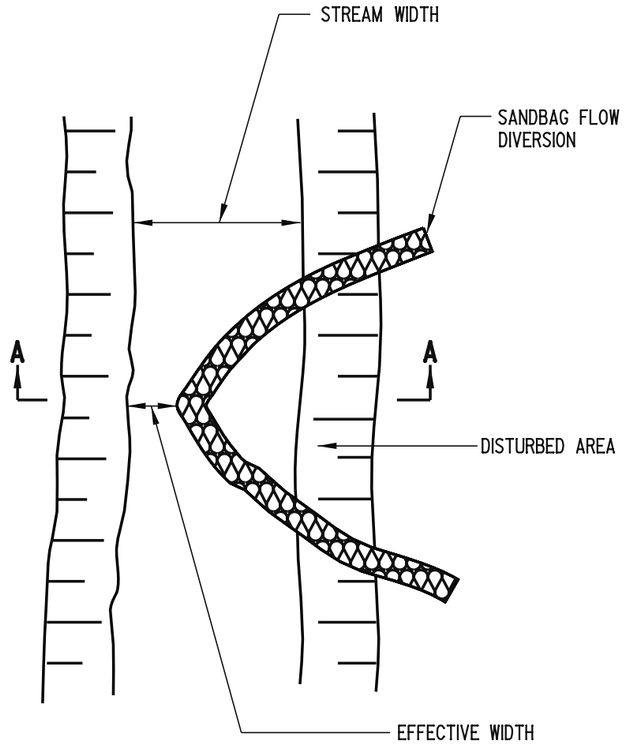
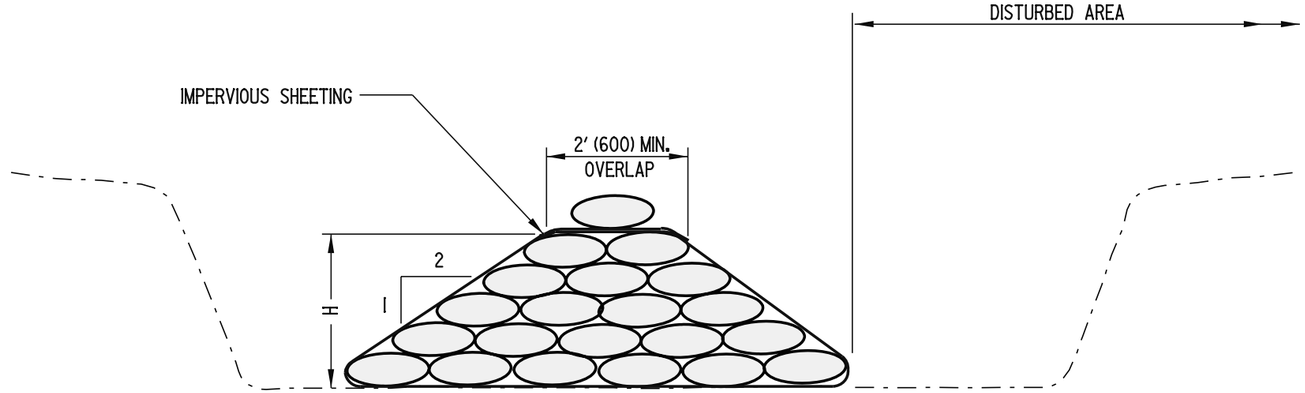
SCALE : N.T.S.



PLAN



SECTION A-A

NOTES:

1). THE WORK SHALL CONSIST OF INSTALLING FLOW DIVERSIONS FOR THE PURPOSE OF EROSION CONTROL WHEN CONSTRUCTION ACTIVITIES TAKE PLACE WITHIN THE STREAM CHANNEL SUCH AS BANK STABILIZATION OR BRIDGE ABUTMENT CONSTRUCTION.

2). THE DIVERSION STRUCTURE SHALL BE INSTALLED FROM UPSTREAM TO DOWNSTREAM.

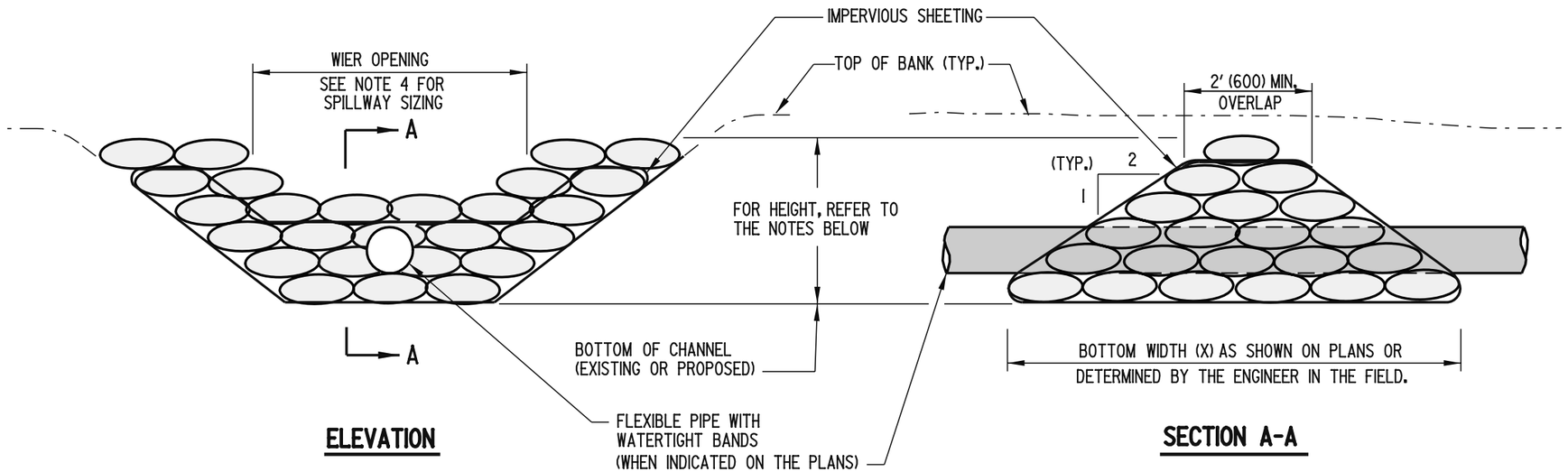
3). THE EFFECTIVE CHANNEL WIDTH SHALL BE SIZED TO PASS A ONE YEAR STORM EVENT PEAK FLOW, OR 1/3 OF STREAM WIDTH, WHICHEVER IS GREATER.

4). THE SANDBAG DIVERSION HEIGHT (H) SHALL BE 1' (300) ABOVE THE PEAK ELEVATION OF THE ONE YEAR STORM.

DELAWARE DEPARTMENT OF TRANSPORTATION	SANDBAG DIVERSION		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. E-19 (2005)	SHT. 1 OF 1	RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/08/2005

SCALE : N.T.S.



ELEVATION

SECTION A-A

NOTES: 1). THE WORK SHALL CONSIST OF INSTALLING A SANDBAG DIKE FOR THE PURPOSE OF EROSION CONTROL WHEN CONSTRUCTION ACTIVITIES TAKE PLACE WITHIN THE STREAM CHANNEL SUCH AS BANK STABILIZATION OR BRIDGE ABUTMENT CONSTRUCTION.

2). THE SANDBAG DIKE SHALL BE INSTALLED AT THE UPSTREAM LOCATION FIRST.

3). THE HEIGHT OF THE SANDBAG DIKE SHALL BE 1' (300) ABOVE THE PEAK ELEVATION OF THE ONE YEAR STORM, OR EQUAL WITH THE TOP OF BANK, WHICHEVER IS LESS. SEE PLANS FOR INFORMATION.

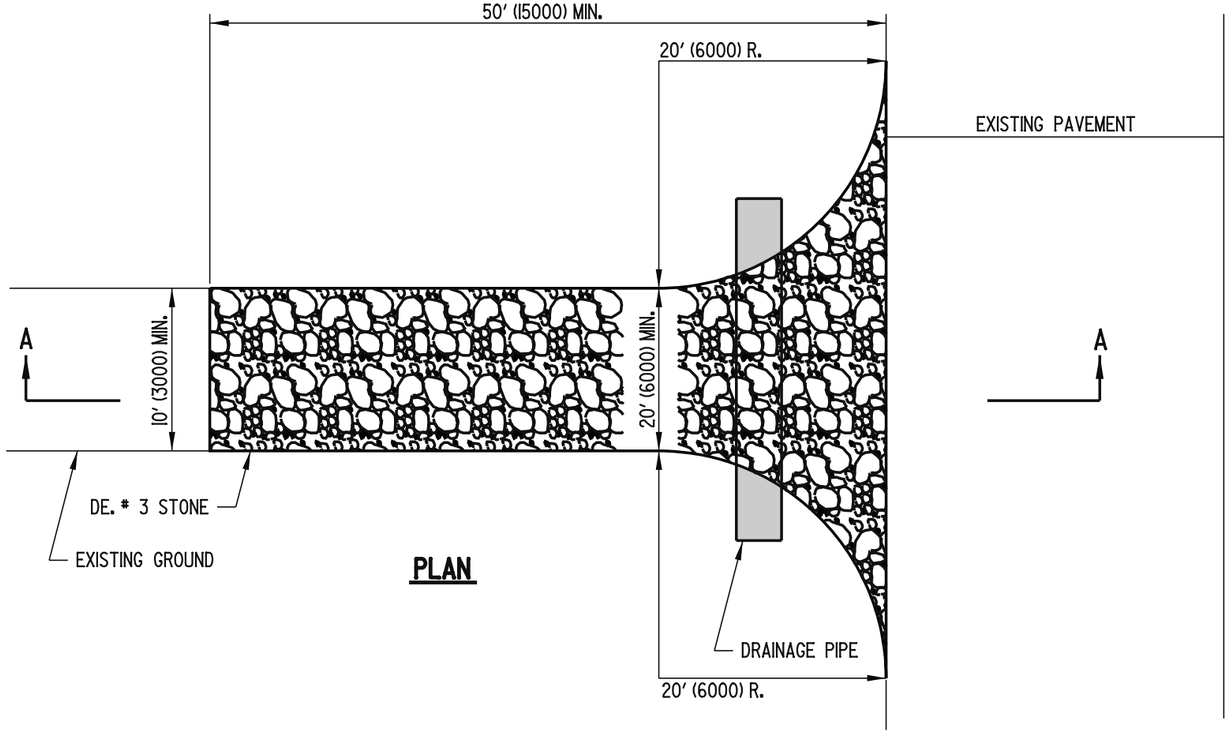
4). THE SPILLWAY SHALL BE SIZED TO PASS A (1) ONE YEAR STORM EVENT PEAK FLOW, SEE PLANS.

5). THE PIPE, WHEN UTILIZED, SHALL BE SIZED TO PASS THE STREAM BASE FLOW.

DELAWARE DEPARTMENT OF TRANSPORTATION	SANDBAG DIKE		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. E-20 (2005)	SHT. 1 OF 1	RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/08/2005

SCALE : N.T.S.



PLAN

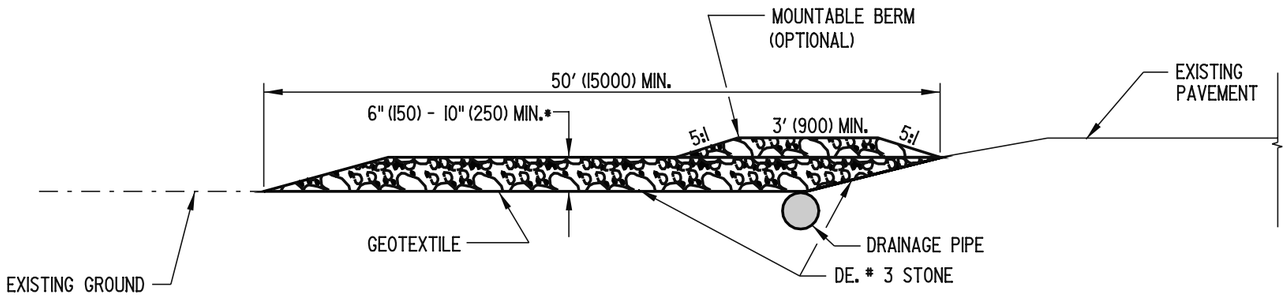
NOTES:

1). ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED UNDER THE ENTRANCE. IF NECESSARY, A MOUNTABLE BERM WITH 5:1 SLOPES SHALL BE ALLOWED TO FACILITATE PLACEMENT OF PIPES IN SHALLOW CONDITIONS.

2). THE LOCATION AND NUMBER OF STABILIZED CONSTRUCTION ENTRANCES SHALL BE AS INDICATED ON THE PLANS. ANY CHANGE IN LOCATION, ADDITION, OR DELETION OF AN ENTRANCE SHALL BE APPROVED IN ADVANCE BY THE ENGINEER.

3). DRAINAGE PIPE, IF UTILIZED, SHALL BE PAID FOR SEPARATELY UNDER THE APPROPRIATE BID ITEM.

4). THE TOP 2" (50) OF STONE SHALL BE REMOVED AND REPLACED WITH 2" (50) OF CLEAN STONE WHEN VOIDS ARE FILLED OR AS DIRECTED BY THE ENGINEER.



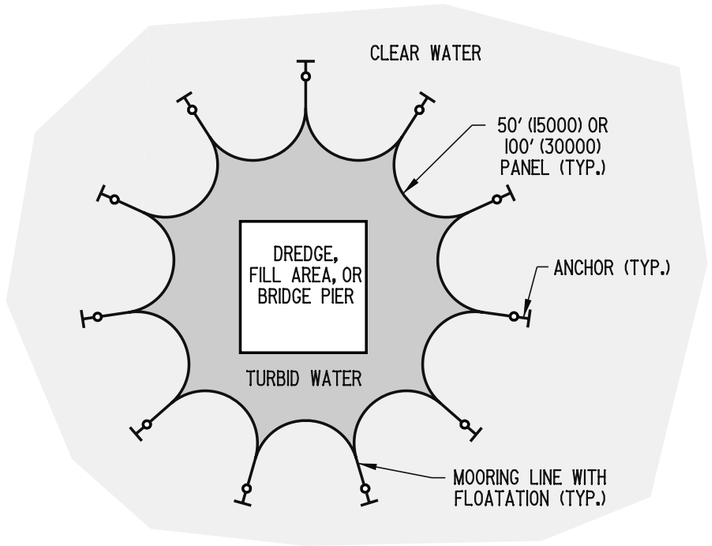
SECTION A-A

* 6" (150) MIN. (≤ 3 AXLE)
10" (250) MIN. (> 3 AXLE)

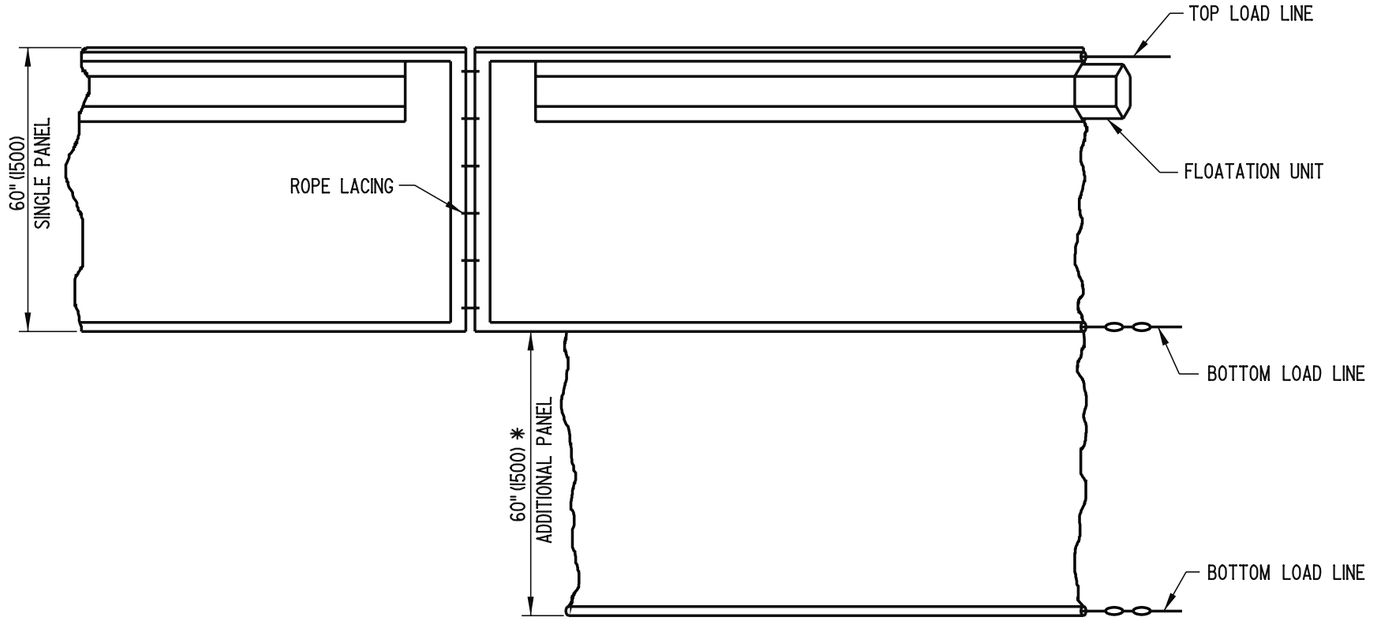
DELAWARE DEPARTMENT OF TRANSPORTATION	STABILIZED CONSTRUCTION ENTRANCE			APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. E-21 (2005)	SHT. 1 OF 1		RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/08/2005

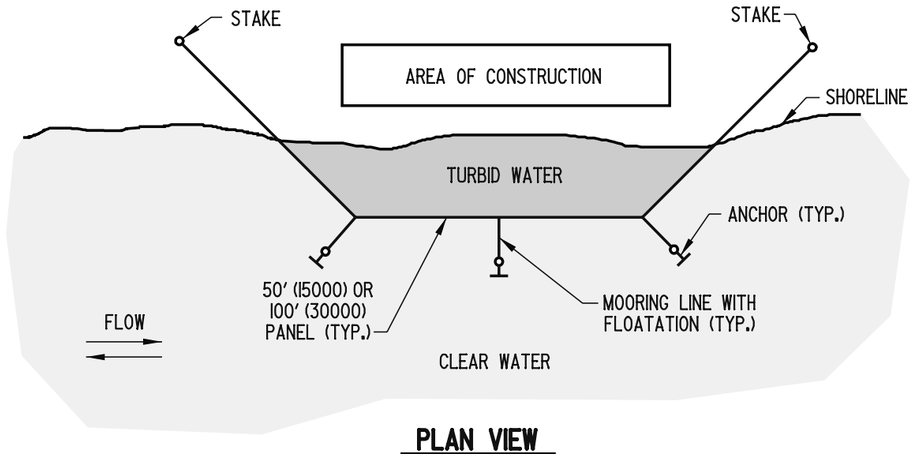
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PLAN VIEW
OPEN WATER APPLICATION



ELEVATION



PLAN VIEW
SHORELINE APPLICATION

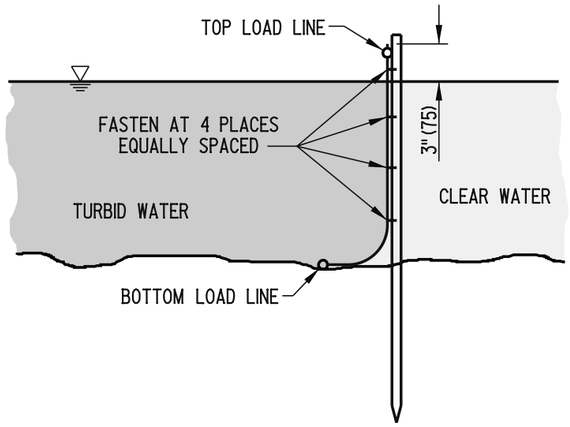
FLOATING TURBIDITY CURTAIN

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

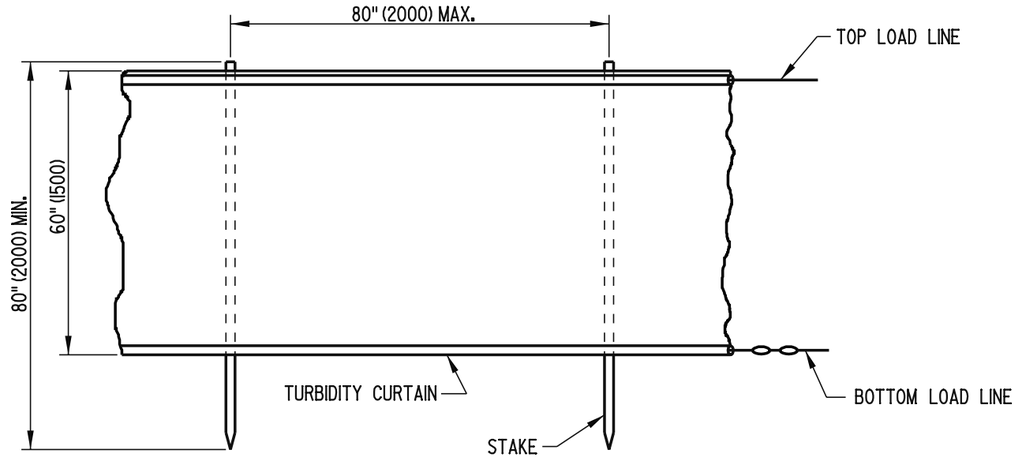
DELAWARE DEPARTMENT OF TRANSPORTATION	TURBIDITY CURTAIN		APPROVED Caroline Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. E-23 (2005)	SHT. 1 OF 2	RECOMMENDED DESIGN ENGINEER 11/29/05 DATE

09/08/2005

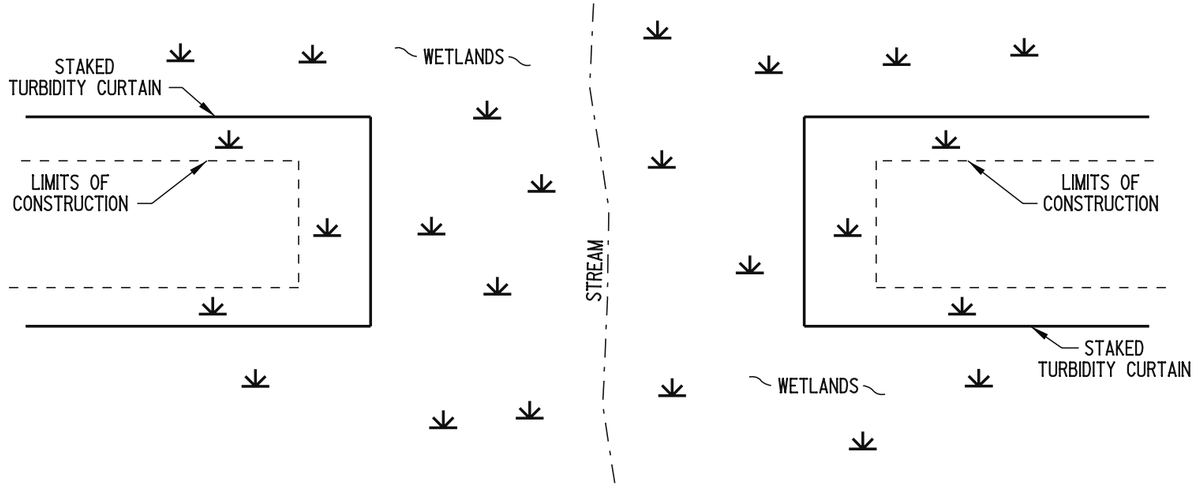
SCALE : N.T.S.



SECTION



ELEVATION



PLAN VIEW

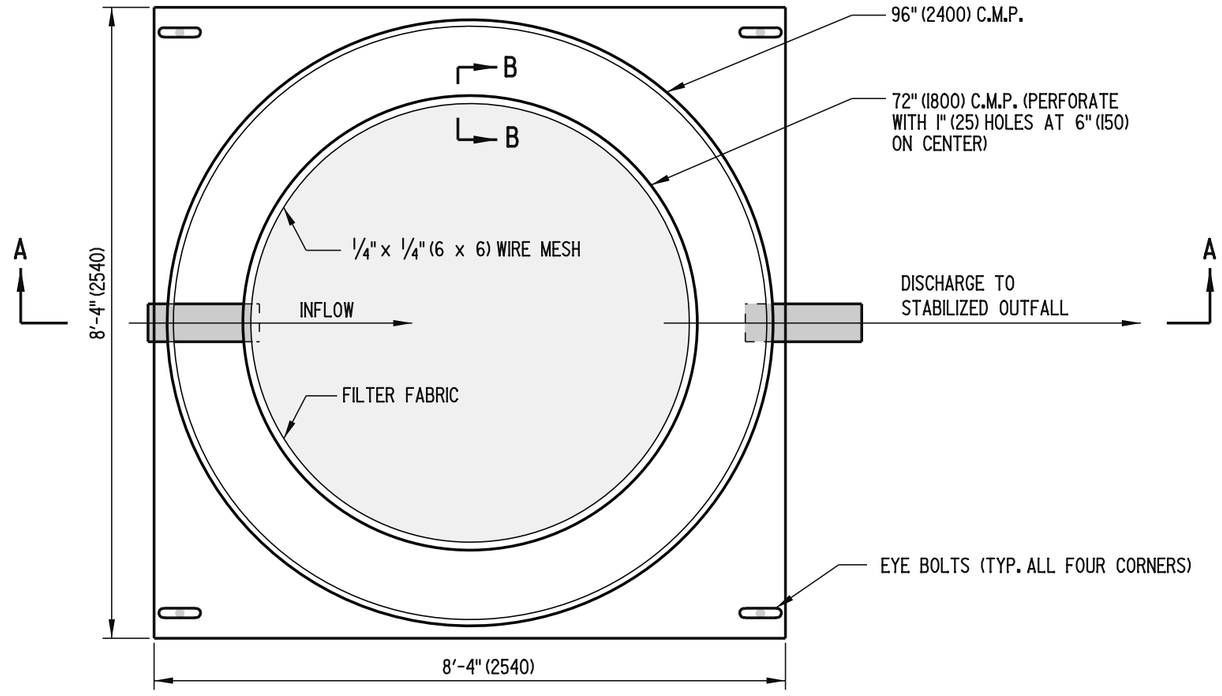
SHALLOW WATER/MARSH APPLICATION

STAKED TURBIDITY CURTAIN

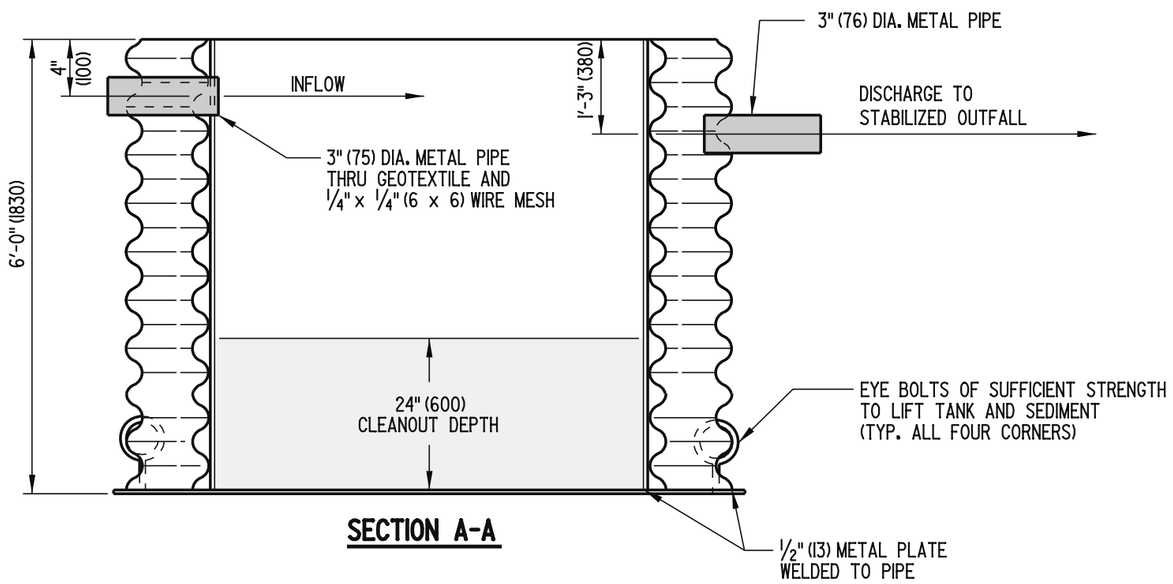
DELAWARE DEPARTMENT OF TRANSPORTATION	TURBIDITY CURTAIN		APPROVED Carolann Wicks CHIEF ENGINEER — 12/5/05 DATE
	STANDARD NO. E-23 (2005)	SHT. 2 OF 2	RECOMMENDED DESIGN ENGINEER — 11/29/05 DATE

09/08/2005

SCALE : N.T.S.



PLAN



SECTION A-A

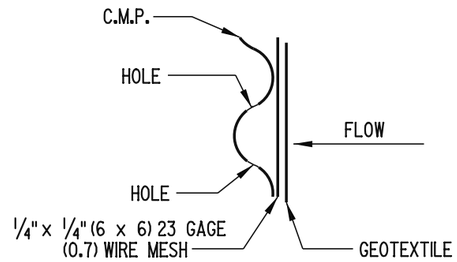
NOTES:

1). THE PORTABLE SEDIMENT TANK SHOWN MAY BE USED IN SITES WHERE SPACE IS LIMITED TO CONSTRUCT A DEWATERING BASIN.

2). THE MAXIMUM PUMP DISCHARGE INTO THIS TYPICAL PORTABLE SEDIMENT TANK SHALL BE 425 GALLONS PER MINUTE (26 LITERS PER SECOND). THE FILTER FABRIC SHALL BE REPLACED WHEN THE PORTABLE SEDIMENT TANK CAN NO LONGER ALLOW THIS FLOW RATE, WHEN THERE IS A TEAR, OR WHEN DIRECTED BY THE ENGINEER.

3). SEVERAL UN-CONNECTED OR CONNECTED IN PARALLEL PORTABLE SEDIMENT TANKS MAY BE USED WHEN A HIGHER FLOW RATE IS NEEDED TO DE-WATER THE JOB.

4). OTHER DESIGNS MAY BE USED PROVIDED THE HYDRAULIC DESIGN IS SUBMITTED TO AND APPROVED BY THE STORMWATER ENGINEER.

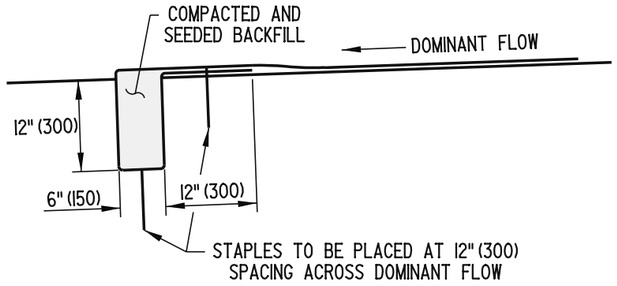


SECTION B-B

DELAWARE DEPARTMENT OF TRANSPORTATION	PORTABLE SEDIMENT TANK			APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. E-24 (2005)	SHT. 1	OF 1	RECOMMENDED James M. Ojeda DESIGN ENGINEER 11/29/05 DATE

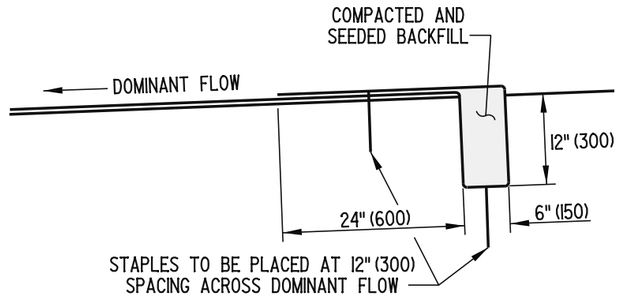
09/08/2005

SCALE : N.T.S.



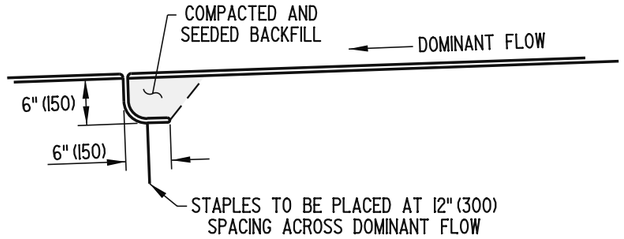
INITIAL TRENCH ANCHOR DETAIL

APPLIED AT THE DOWNSTREAM END OF DITCH



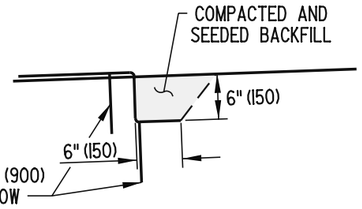
TERMINAL TRENCH ANCHOR DETAIL

APPLIED AT THE UPSTREAM END OF DITCH

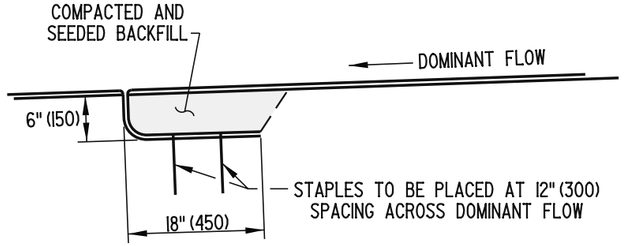


CHECK SLOT DETAIL

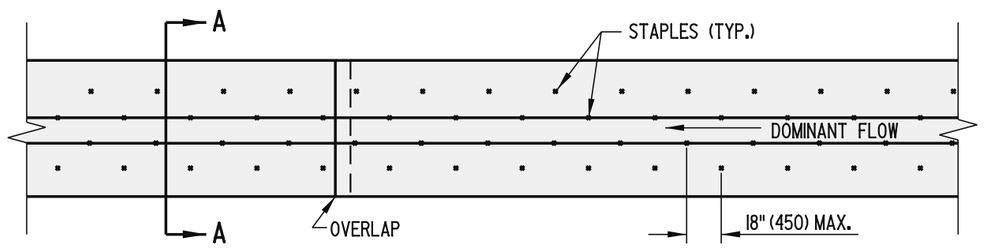
(AS NEEDED PER PLANS)



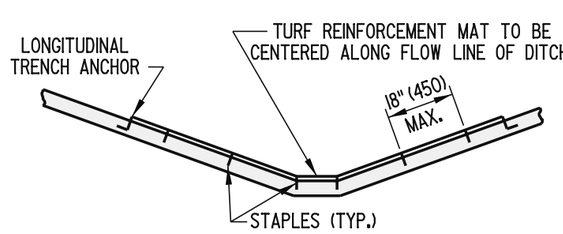
LONGITUDINAL TRENCH ANCHOR DETAIL



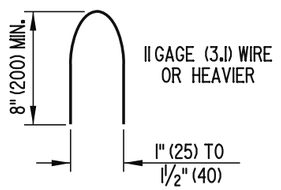
OVERLAP DETAIL



STABILIZATION OF DITCHES PLAN



STABILIZATION OF DITCHES SECTION A-A



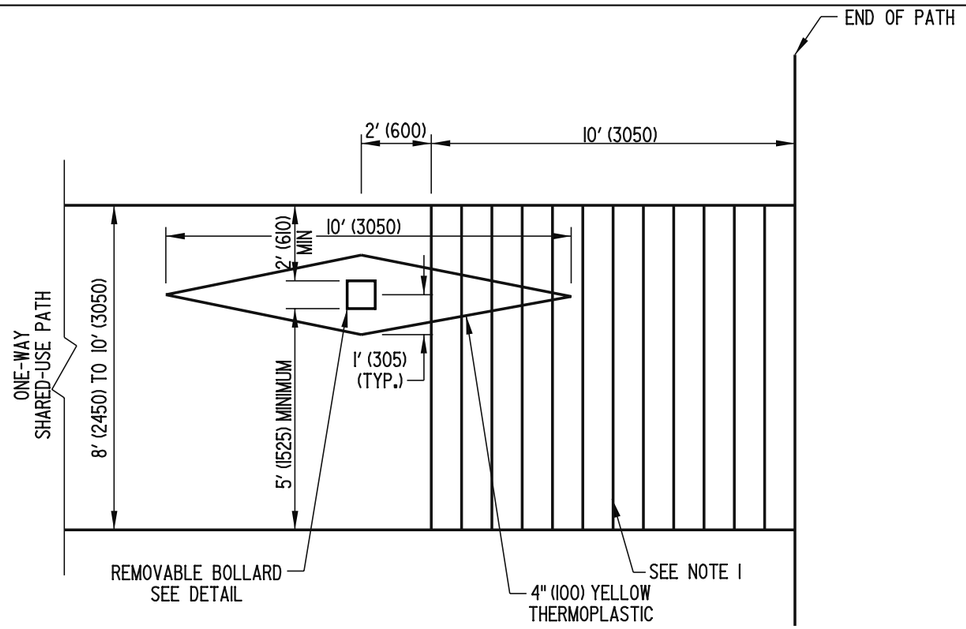
STAPLE DETAIL

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

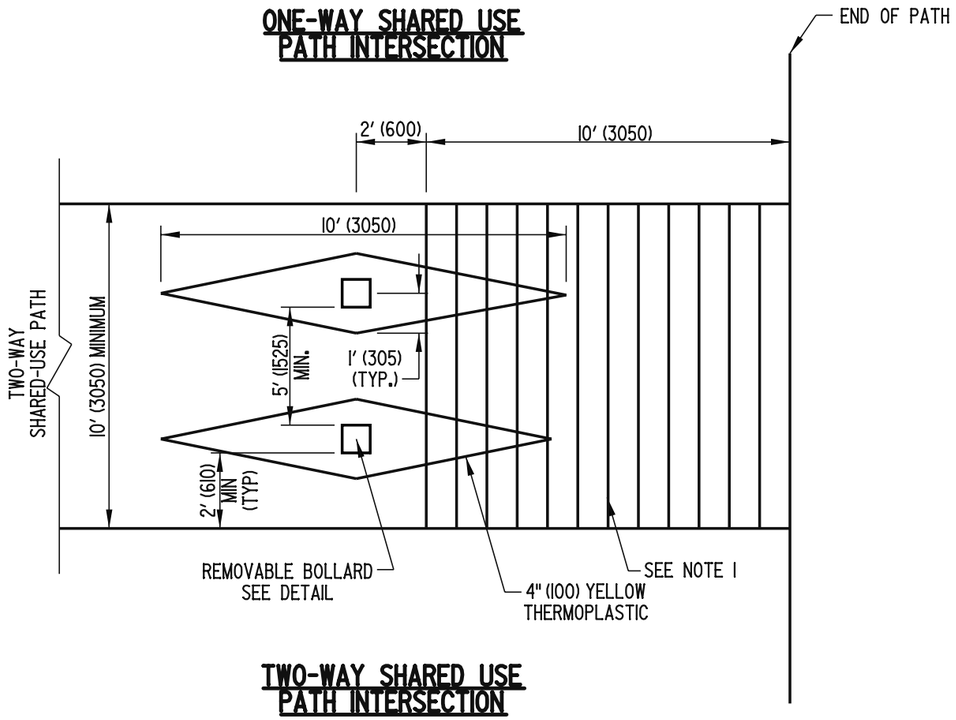
DELAWARE DEPARTMENT OF TRANSPORTATION	TURF REINFORCEMENT MAT APPLICATIONS	APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
STANDARD NO. E-25 (2005)	SHT. 1 OF 1	RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/08/2005

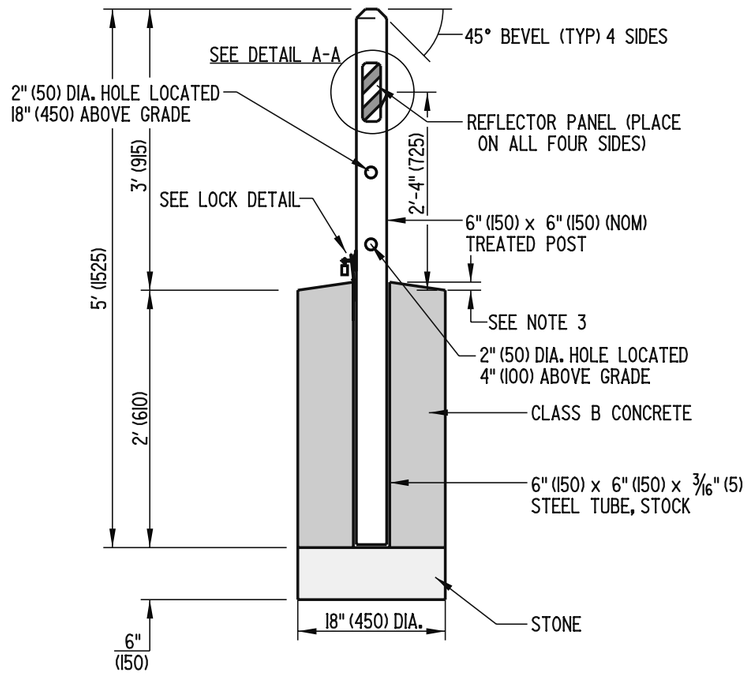
SCALE : N.T.S.



ONE-WAY SHARED USE PATH INTERSECTION



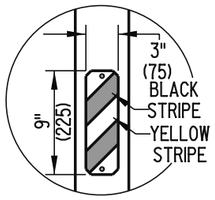
TWO-WAY SHARED USE PATH INTERSECTION



REMOVABLE BOLLARD



LOCK & HASP DETAIL FRONT VIEW



DETAIL A-A

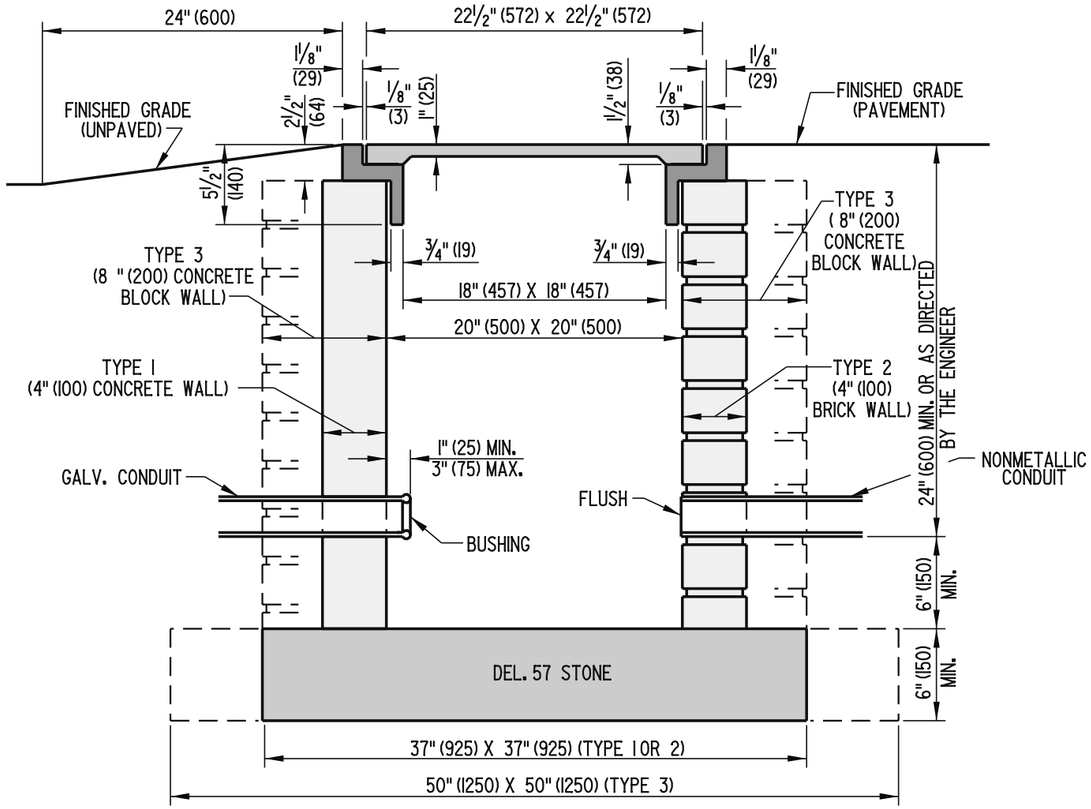
NOTES:

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.

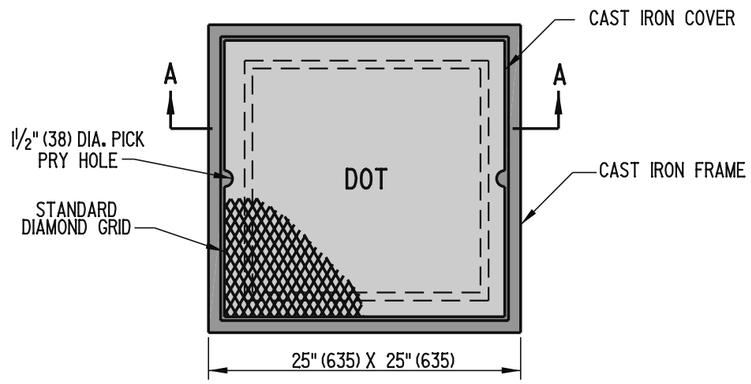
DELAWARE DEPARTMENT OF TRANSPORTATION	BOLLARD DETAILS			APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. M-3 (2005)	SHT. 1	OF 1	RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

08/04/2005

SCALE : N.T.S.



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

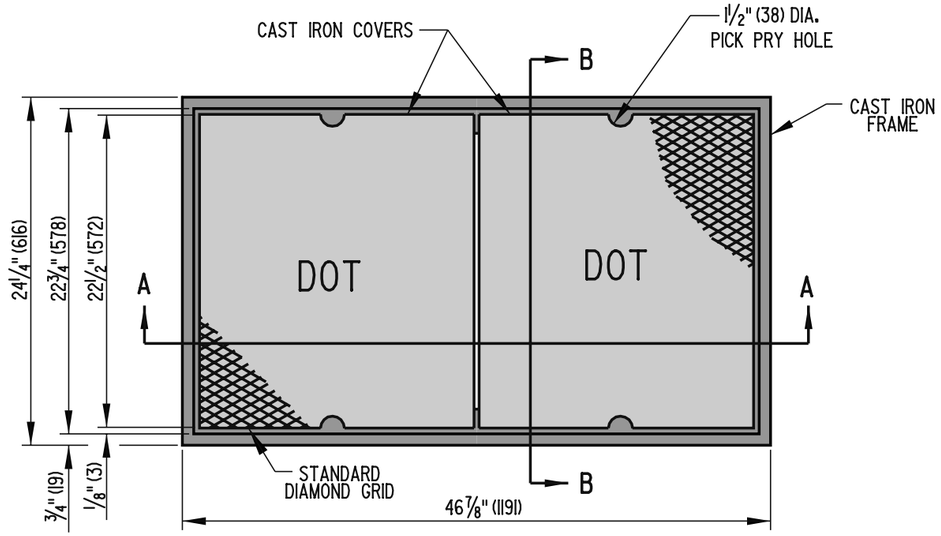
STANDARD NO. T-1 (2005) | SHT. 1 OF 1

APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE

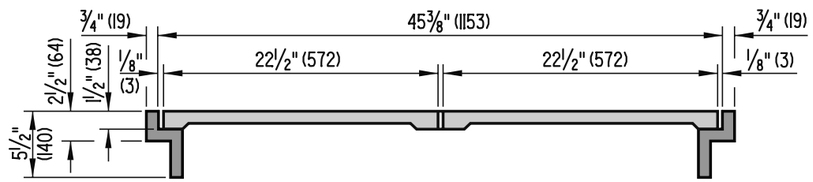
RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/08/2005

SCALE : N.T.S.



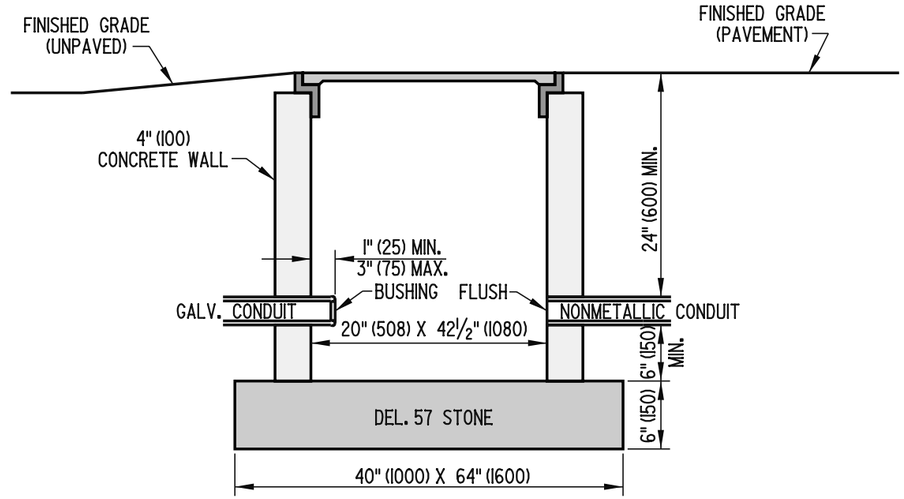
PLAN VIEW



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.

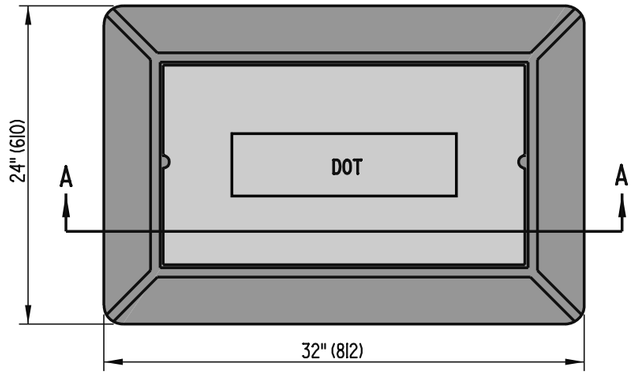


SECTION B-B

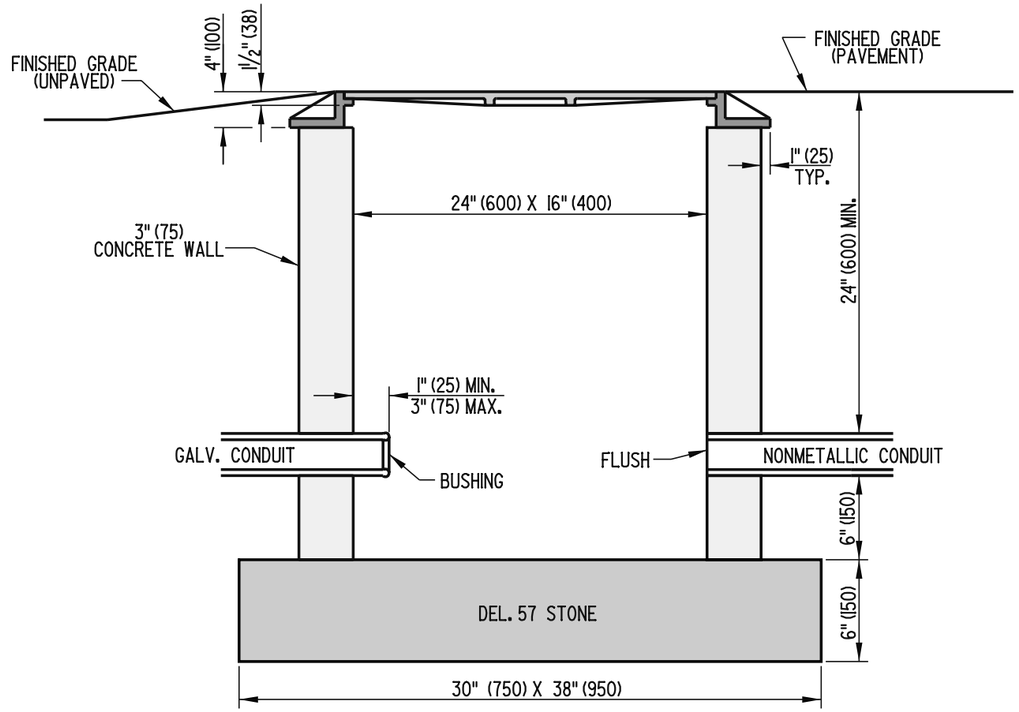
DELAWARE DEPARTMENT OF TRANSPORTATION	CONDUIT JUNCTION WELL, TYPE 4		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-2 (2005)	SHT. 1 OF 1	RECOMMENDED James M. Ojeda DESIGN ENGINEER 11/29/05 DATE

09/08/2005

SCALE : N.T.S.



PLAN VIEW



SECTION A-A

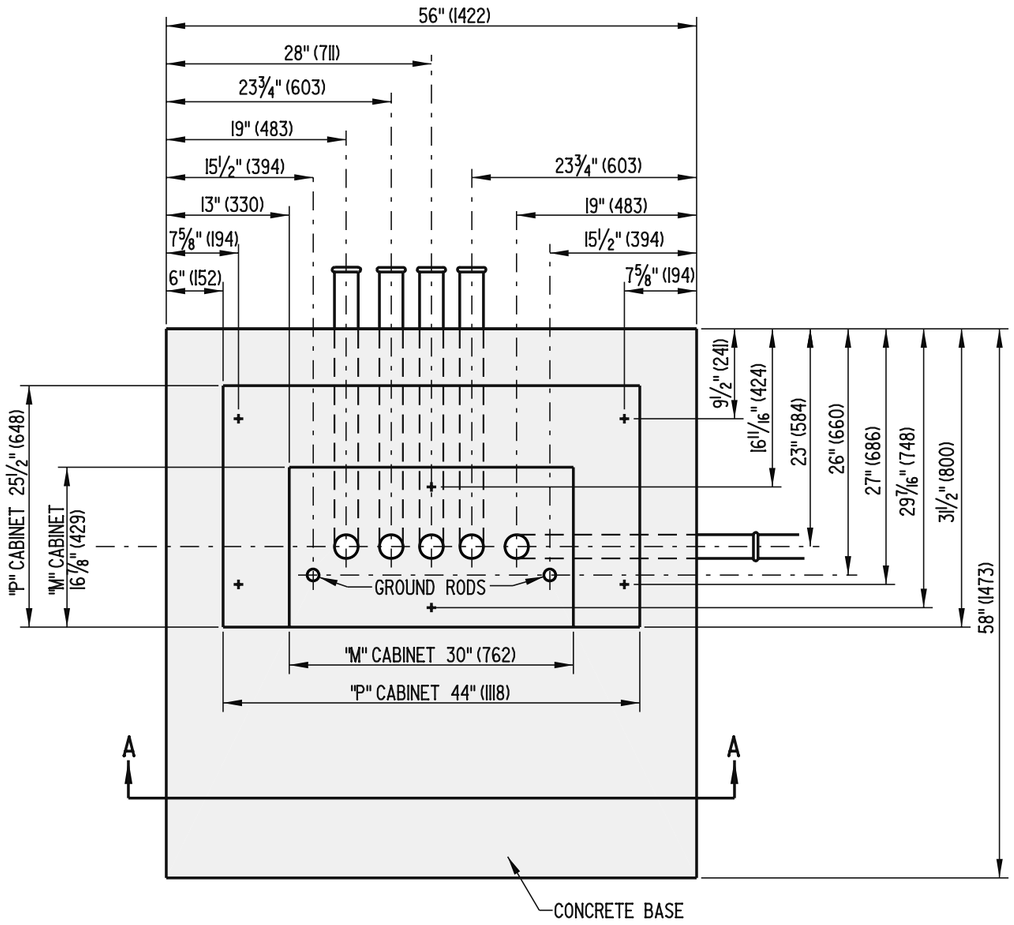
NOTES: 1). TYPE 5 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" (125) DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.

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.

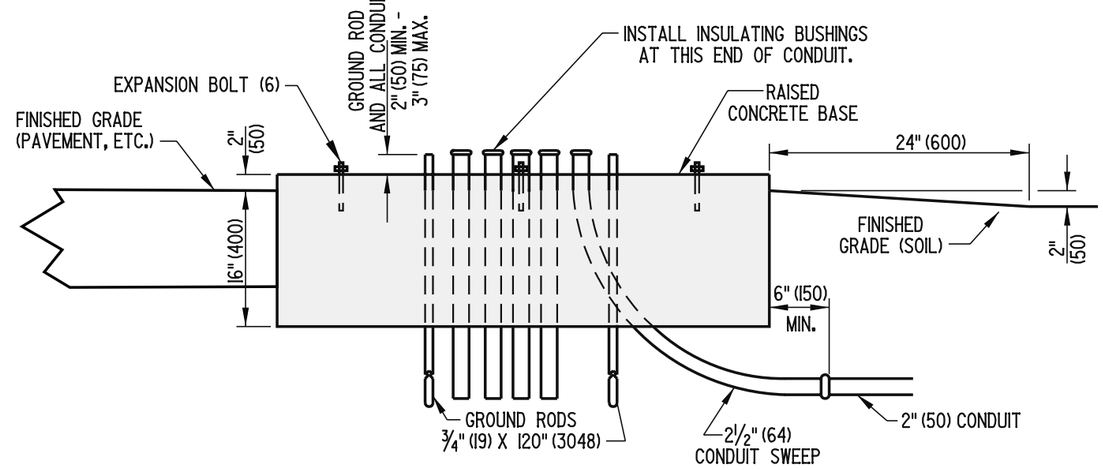
DELAWARE DEPARTMENT OF TRANSPORTATION	CONDUIT JUNCTION WELL, TYPE 5		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-3 (2005)	SHT. 1 OF 1	RECOMMENDED James M. Ojdana DESIGN ENGINEER 11/29/05 DATE

09/08/2005

SCALE : N.T.S.



PLAN VIEW



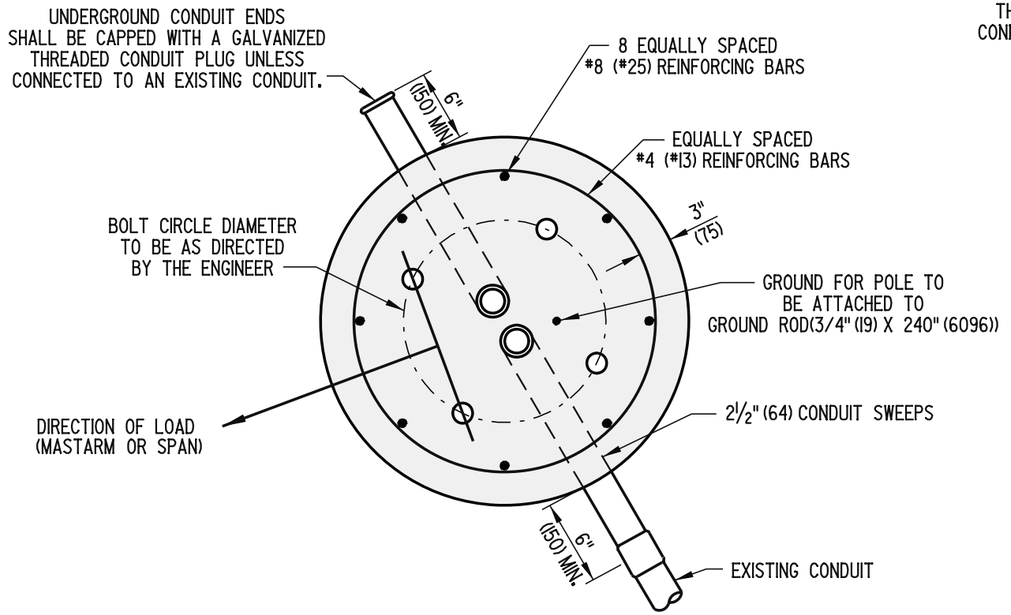
SECTION A-A

CONCRETE CABINET BASE

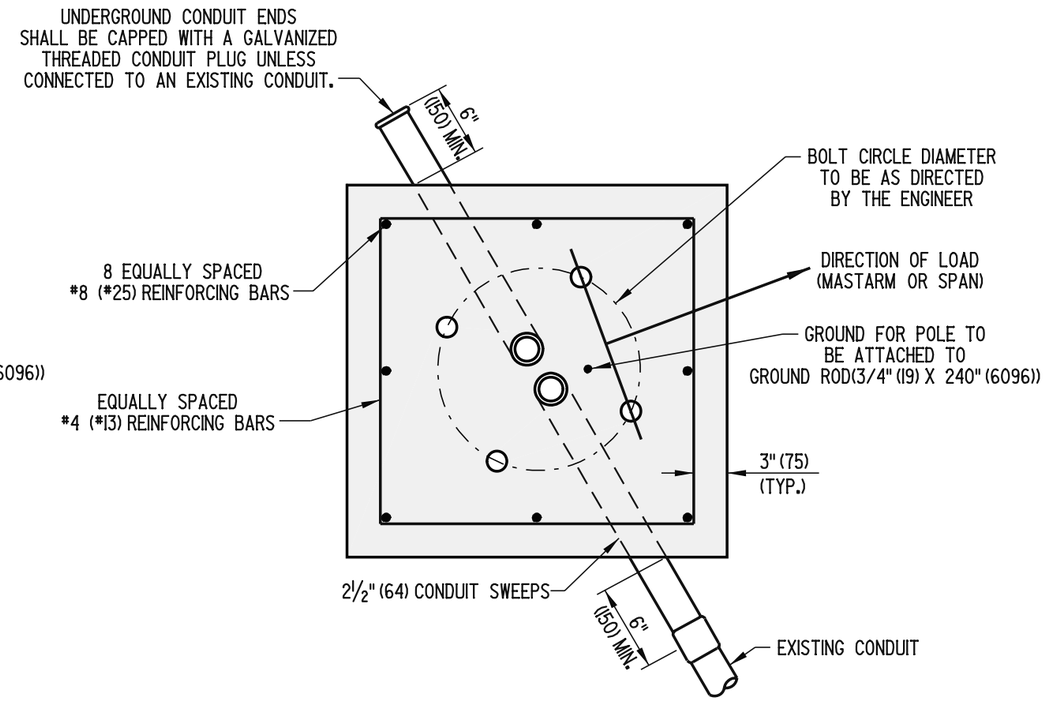
DELAWARE DEPARTMENT OF TRANSPORTATION	CABINET BASES (TYPES 'M' & 'P')			APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-4 (2005)	SHT. 1	OF 1	RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/09/2005

SCALE : N.T.S.



ROUND BASE



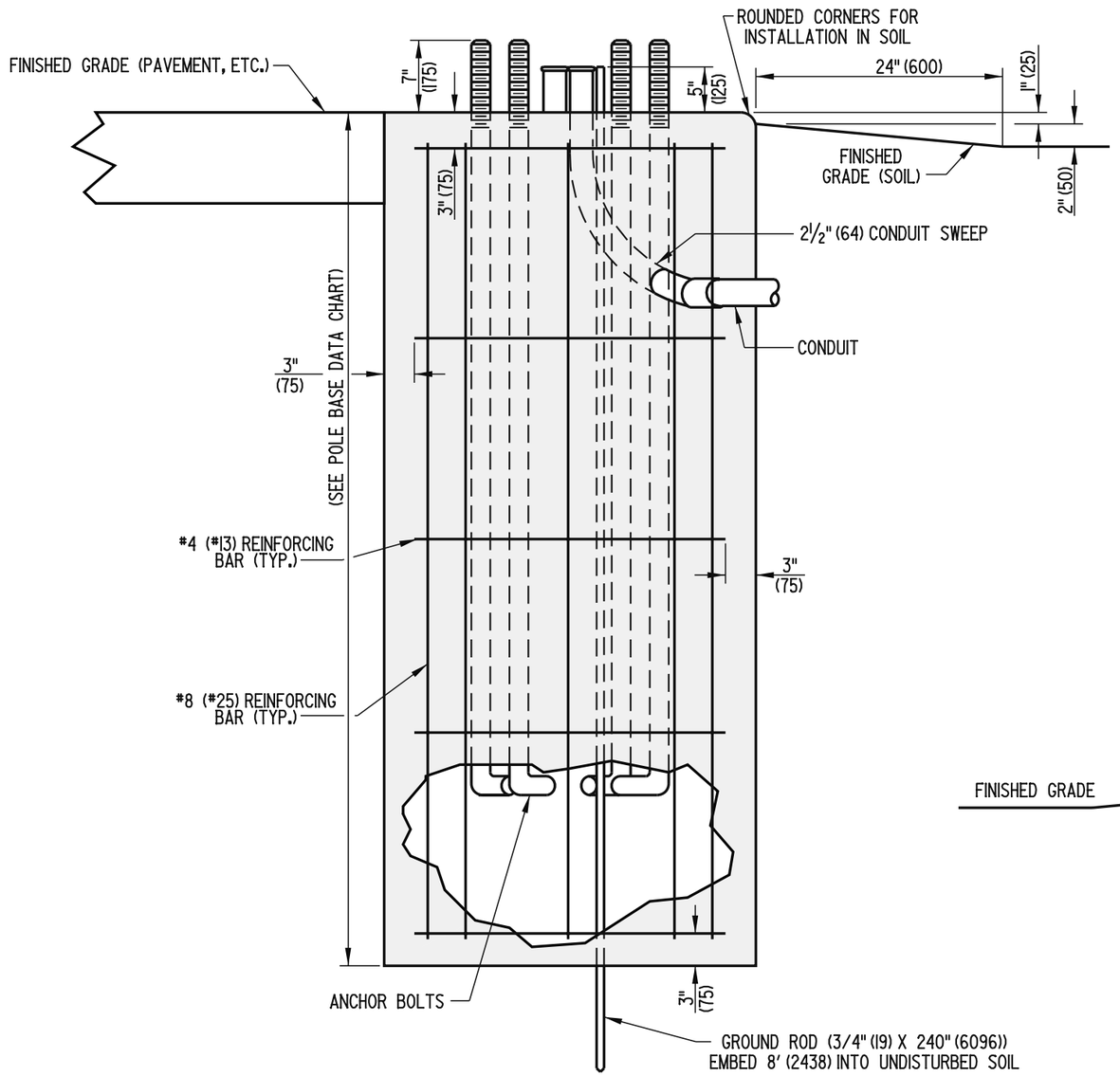
SQUARE BASE

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

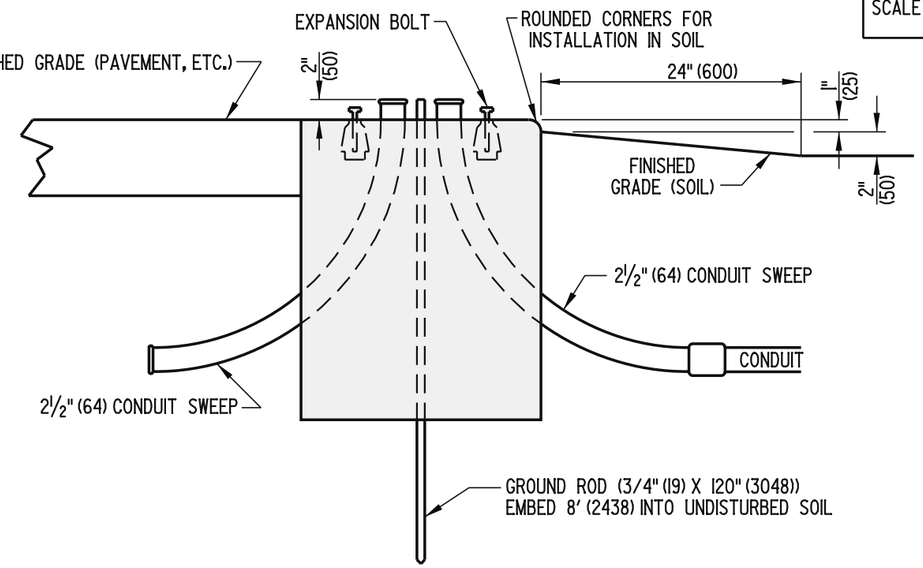
DELAWARE DEPARTMENT OF TRANSPORTATION	POLE BASES		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-5 (2005)	SHT. 1 OF 3	RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/08/2005

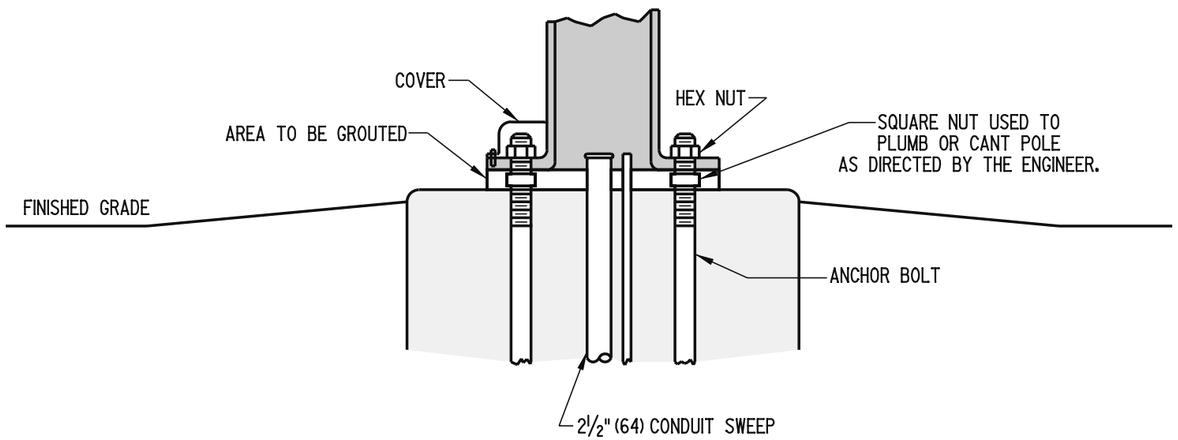
SCALE : N.T.S.



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



TYPICAL SECTION (BASE 4)



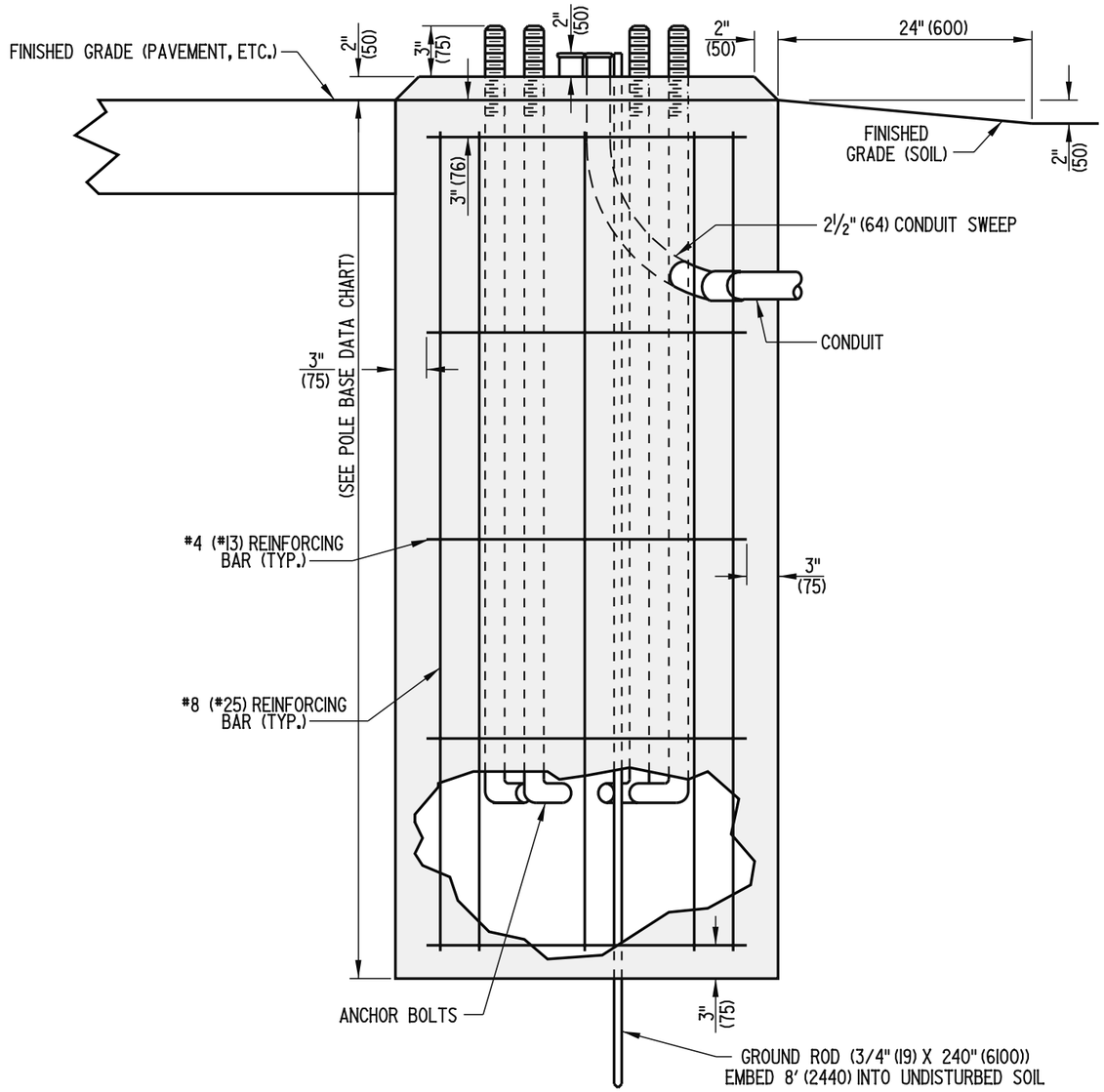
TYPICAL INSTALLATION (BASES 1,2,2A,2B,3,3A,3B,4, AND 7)

NOTES:
1.) PLACE 2 EACH 6" (150) LONG x ½" (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 Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-5 (2005)	SHT. 2 OF 3	RECOMMENDED James M. Ojeda DESIGN ENGINEER 11/29/05 DATE

09/08/2005

SCALE : N.T.S.

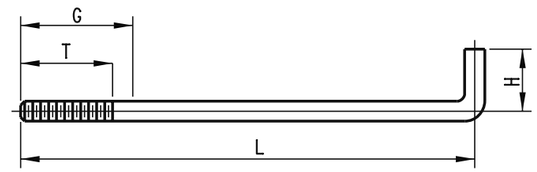


TYPICAL SECTION (BASES 5 AND 6)

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)
1¼" (32) X 48" (1225)	42" (1075)	6" (150)	8" (200)	10" (250)
1½" (38) X 60" (1525)	54" (1375)	6" (150)	10" (250)	12" (305)
1¾" (45) X 90" (2285)	84" (2135)	6" (150)	10" (250)	20" (500)
2" (51) X 90" (2285)	82" (2885)	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

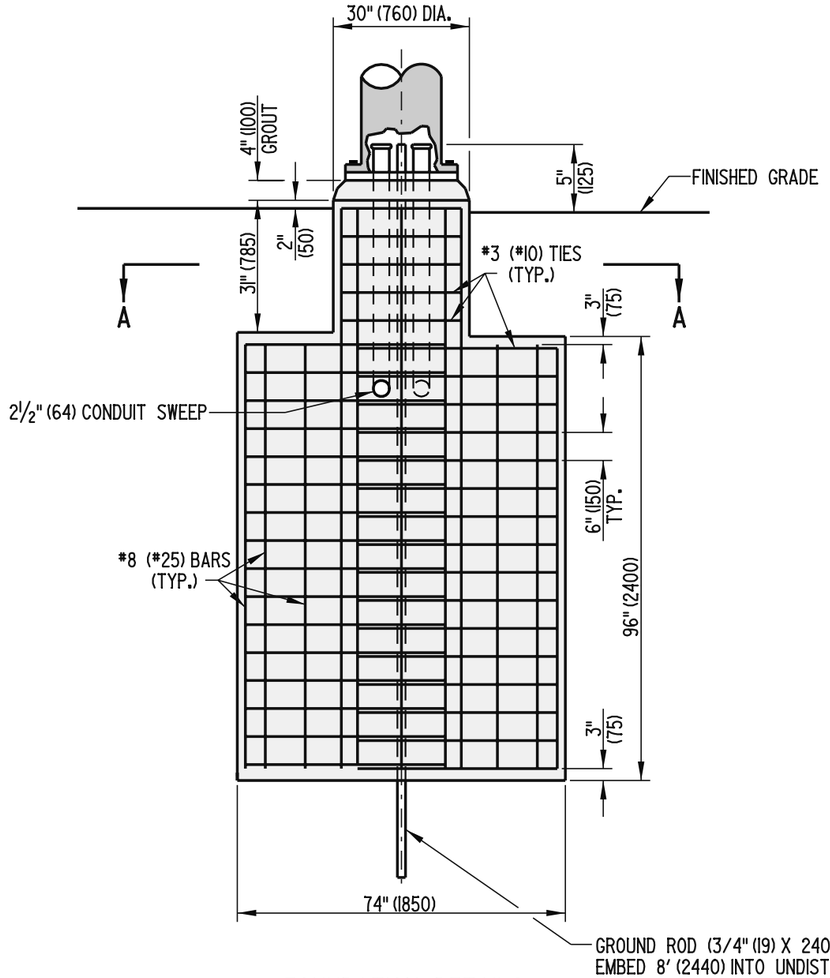
STANDARD NO. T-5 (2005) | SHT. 3 OF 3

APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE

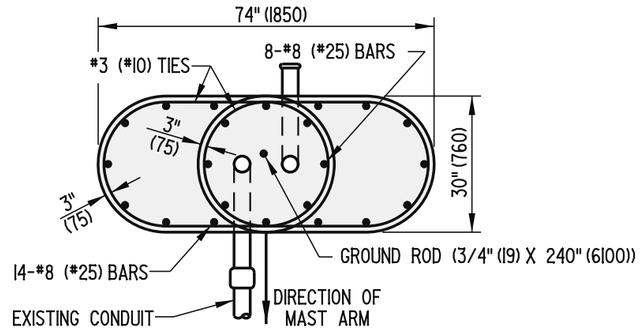
RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/08/2005

SCALE : N.T.S.



FOUNDATION DETAILS



SECTION A-A

NOTES:

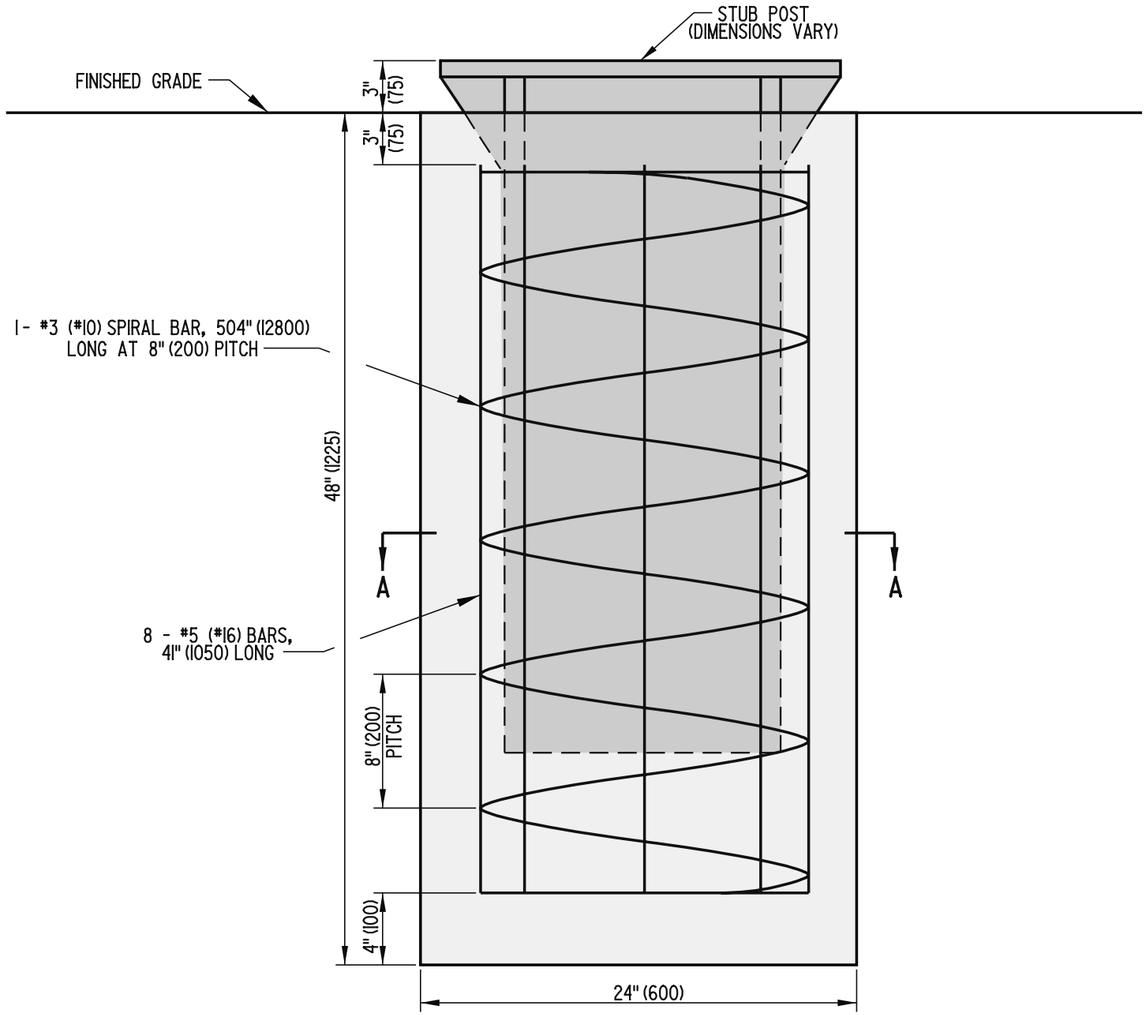
1. UNDERGROUND CONDUIT ENDS SHALL BE CAPPED WITH A GALVANIZED THREADED CONDUIT PLUG UNLESS CONNECTED TO AN EXISTING CONDUIT.

2. PLACE 2 EACH 6" (150) x ½" (13) P.V.C., SCHEDULE 40 (TYP) VENTS IN THE GROUT AS DIRECTED IN THE FIELD BY THE ENGINEER.

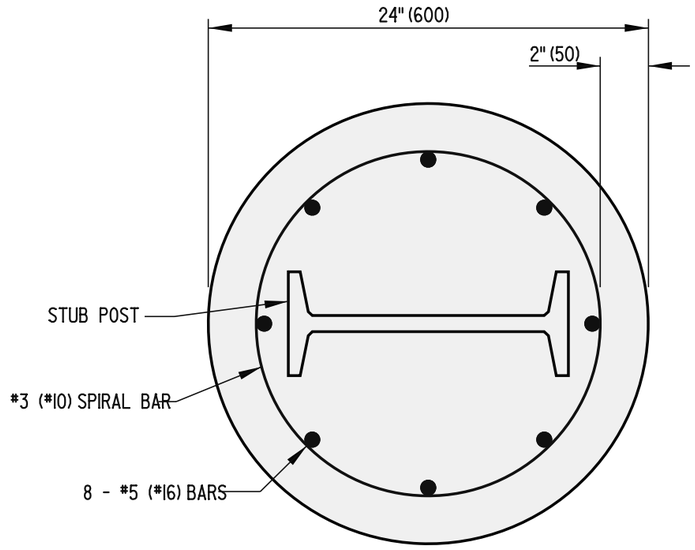
DELAWARE DEPARTMENT OF TRANSPORTATION	SPECIAL POLE BASE		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-6 (2005)	SHT. 1 OF 1	RECOMMENDED DESIGN ENGINEER 11/29/05 DATE

09/09/2005

SCALE : N.T.S.



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



SECTION A-A

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

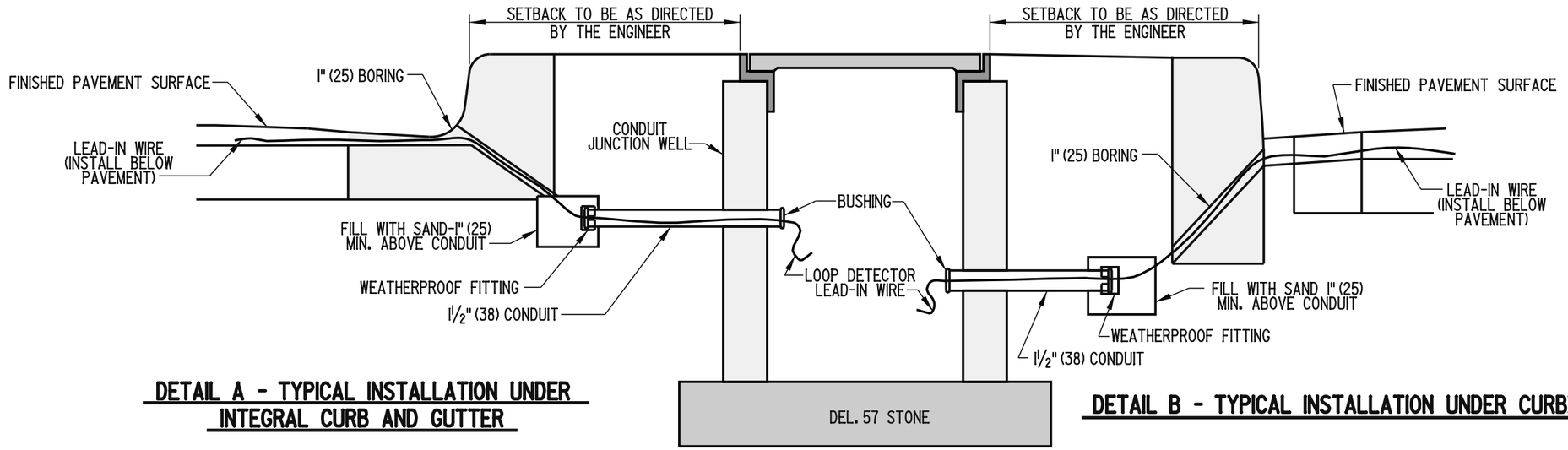
09/09/2005

SCALE : N.T.S.

NOTES: 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE CONDUIT AGAINST ANY POSSIBLE DAMAGE IN PAVING OPERATIONS.

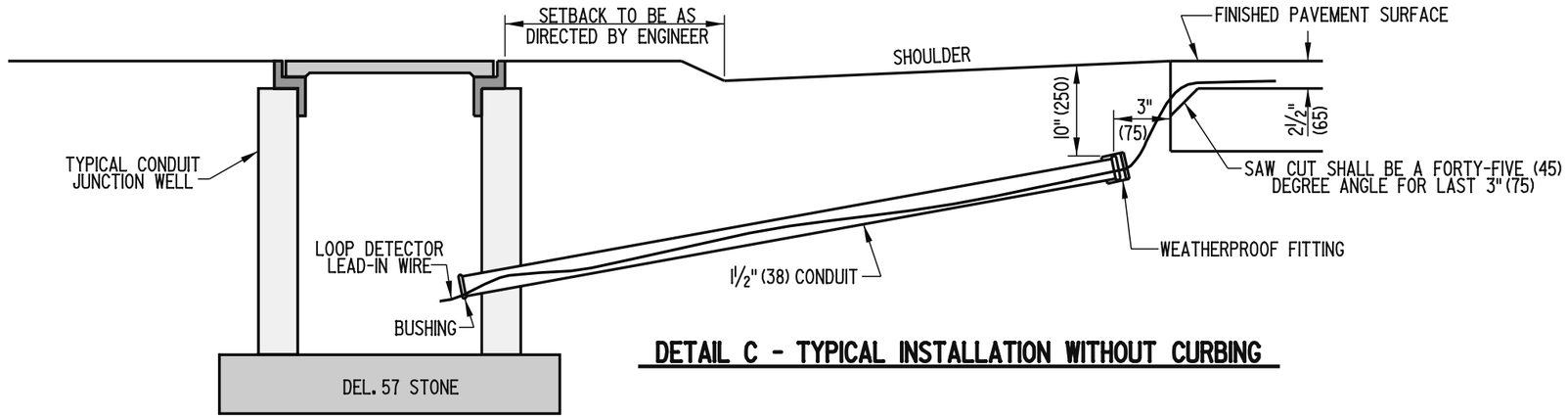
2. THE WEATHERPROOF FITTING SHALL CONSIST OF A GALVANIZED 1½" (38) COUPLING CONTAINING A STEEL THREADED REDUCING BUSHING (1½" (38) TO ¾" (19)) AND A ¾" (19) WATERTIGHT CONNECTOR FOR SERVICE ENTRANCE CABLE.

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

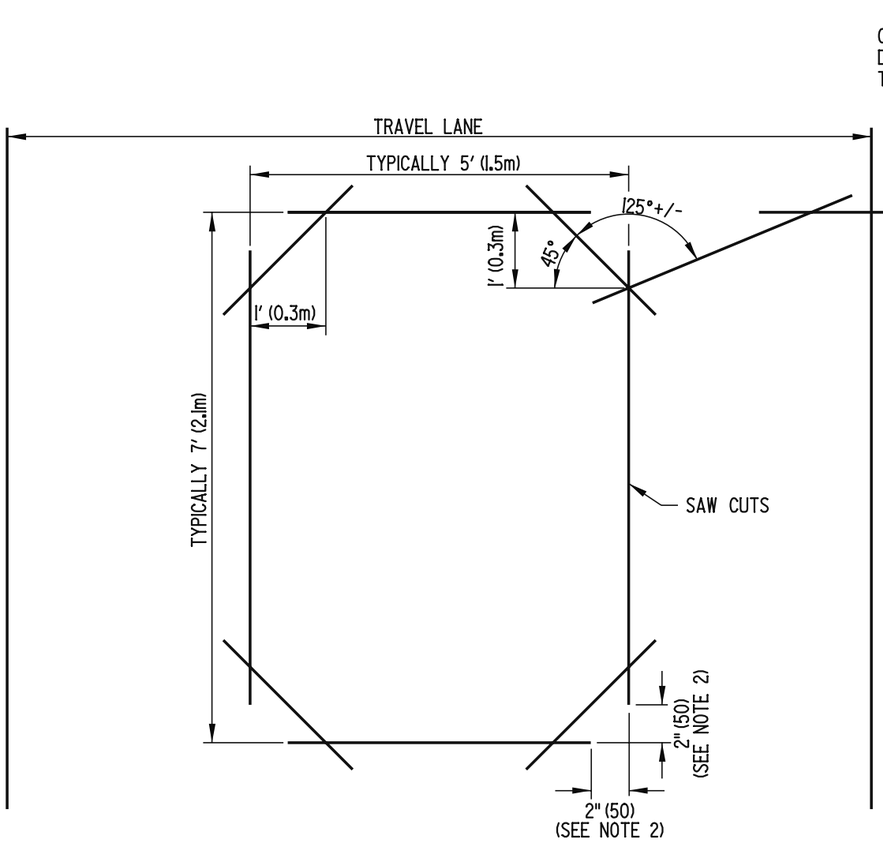


DETAIL C - TYPICAL INSTALLATION WITHOUT CURBING

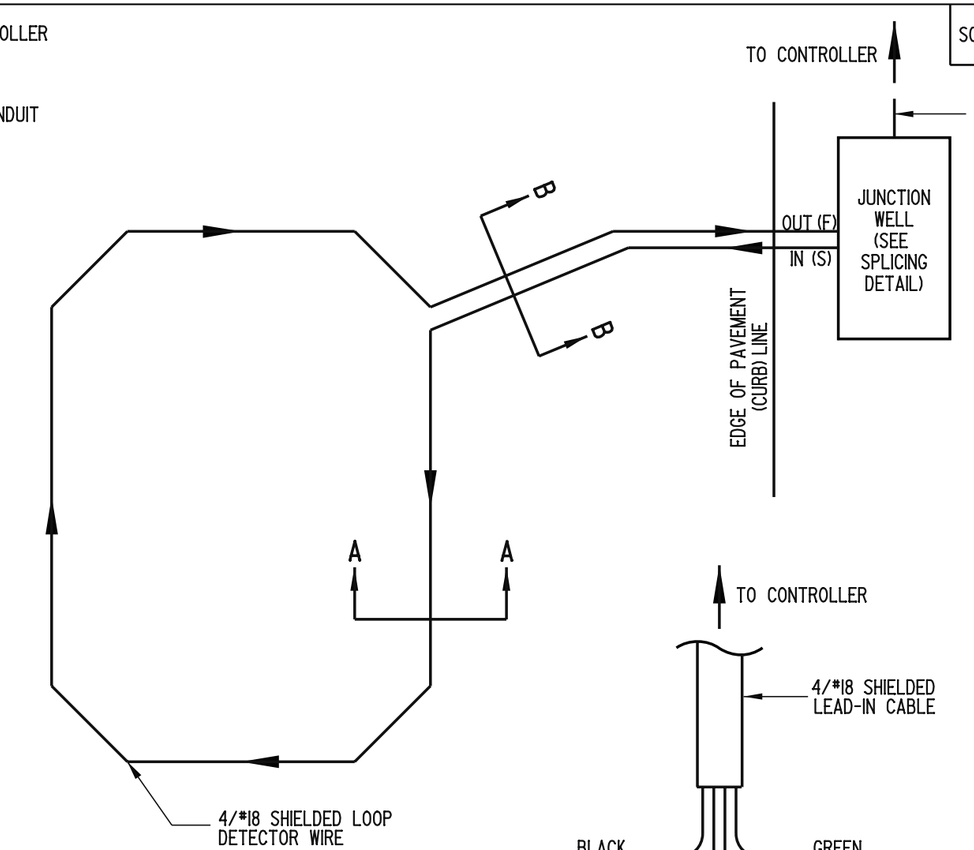
DELAWARE DEPARTMENT OF TRANSPORTATION	LOOP DETECTOR TO CONDUIT JUNCTION WELL CONNECTION		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-8 (2005)	SHT. 1 OF 1	RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/09/2005

SCALE : N.T.S.



WIRE SLOT CONSTRUCTION



DETAILS FOR INSTALLING LOOP DETECTOR WIRE

(SINGLE WRAP)

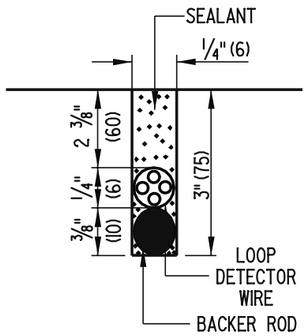
NOTES:

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.

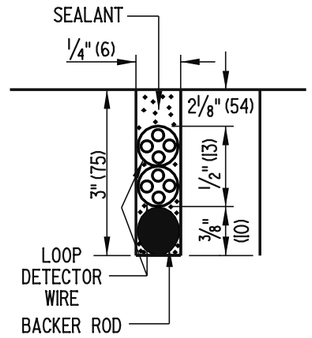
2). THE LONGITUDINAL / TRANSVERSE CUT SHALL BE STOPPED APPROXIMATELY 2" (50) FROM THE CORNER TO PREVENT THE TRIANGULAR PORTION OF THE PAVEMENT FROM BREAKING.

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.

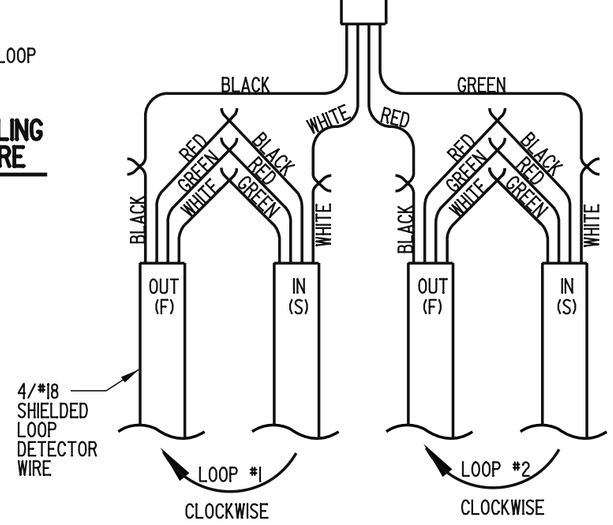
4). LOOP DETECTOR SHALL BE CENTERED IN TRAVEL LANE.



SECTION A - A



SECTION B - B

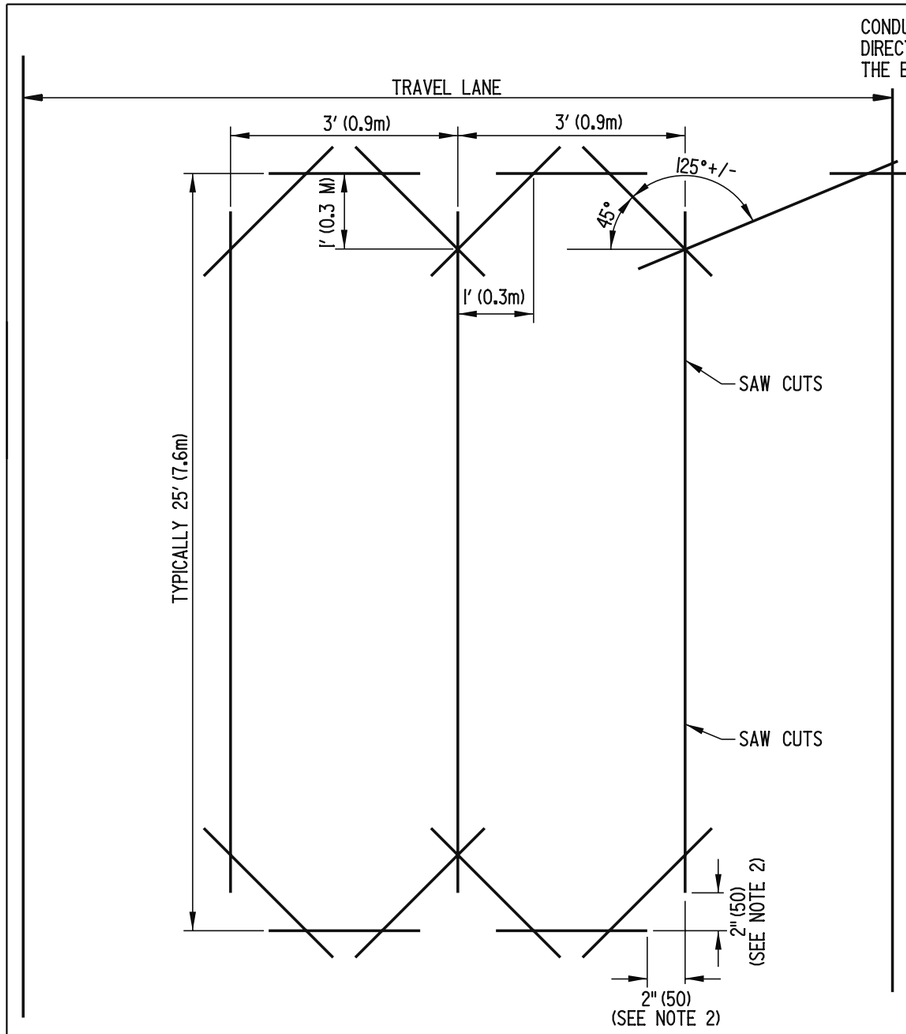


SPLICING DETAIL

(SEE NOTE 3)

DELAWARE DEPARTMENT OF TRANSPORTATION	TYPE #1 LOOP DETECTOR		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-9 (2005)	SHT. 1 OF 1	RECOMMENDED Jennifer M. O'Mara DESIGN ENGINEER 11/29/05 DATE

01/19/2006



WIRE SLOT CONSTRUCTION

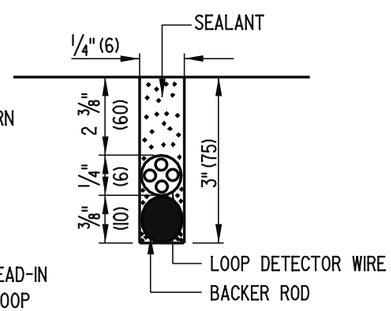
NOTES:

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.

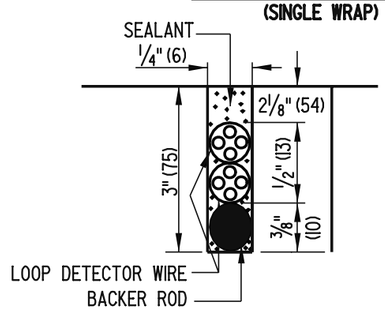
2). THE LONGITUDINAL / TRANSVERSE CUT SHALL BE STOPPED APPROXIMATELY 2" (50) FROM THE CORNER TO PREVENT THE TRIANGULAR PORTION OF THE PAVEMENT FROM BREAKING.

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.

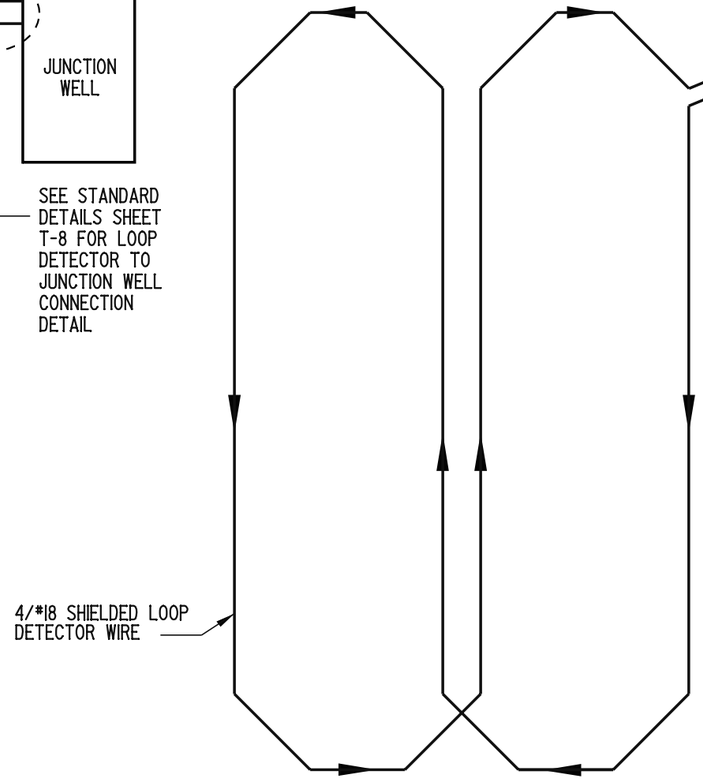
4). LOOP DETECTOR SHALL BE CENTERED IN TRAVEL LANE.



SECTION A - A

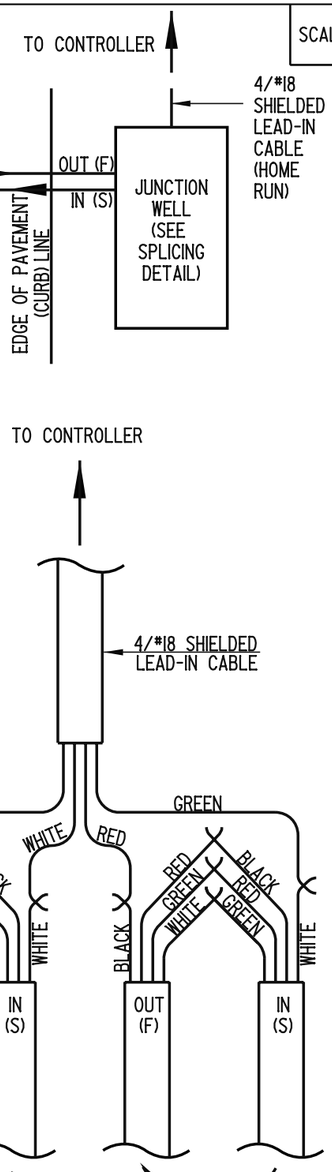


SECTION B - B



DETAILS FOR INSTALLING LOOP DETECTOR WIRE

(SINGLE WRAP)



SPLICING DETAIL

(SEE NOTE 3)

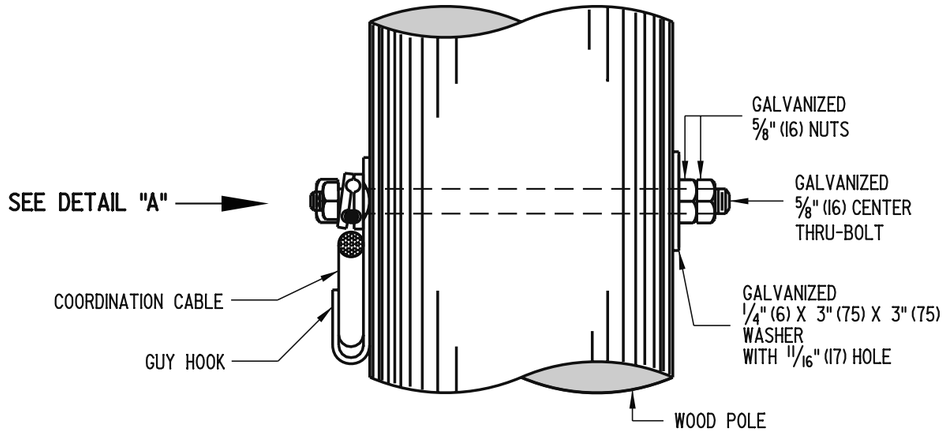
SCALE : N.T.S.

DELAWARE DEPARTMENT OF TRANSPORTATION	TYPE #2 LOOP DETECTOR		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-10 (2005)	SHT. 1 OF 1	RECOMMENDED Jennifer M. Oiller DESIGN ENGINEER 11/29/05 DATE

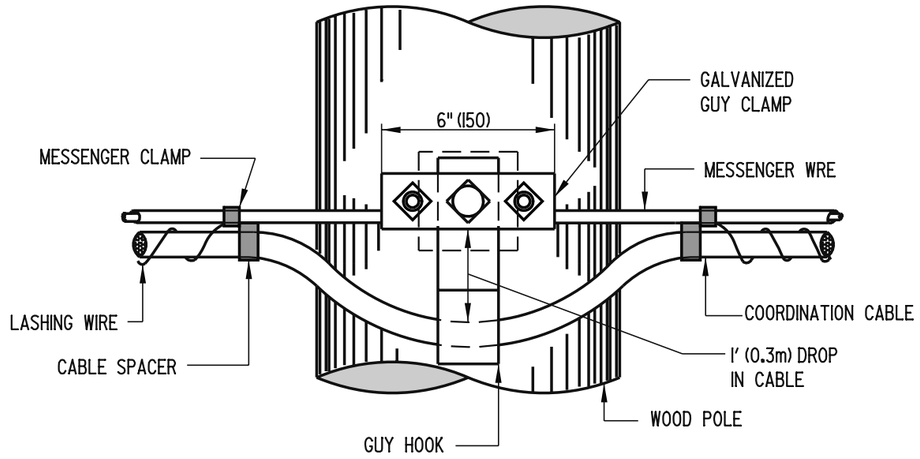
01/19/2006

SCALE : N.T.S.

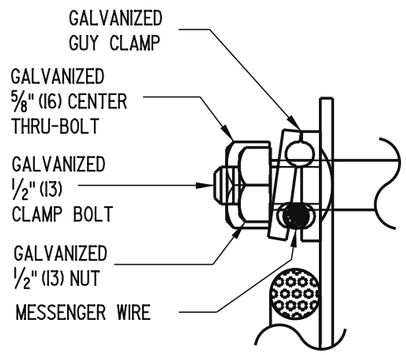
INTERMEDIATE



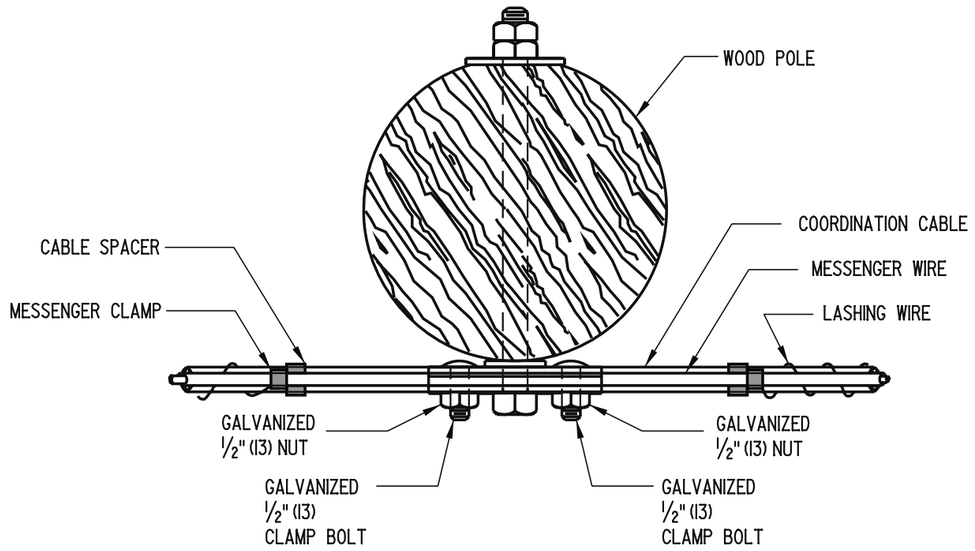
SIDE VIEW



FRONT VIEW



DETAIL "A"

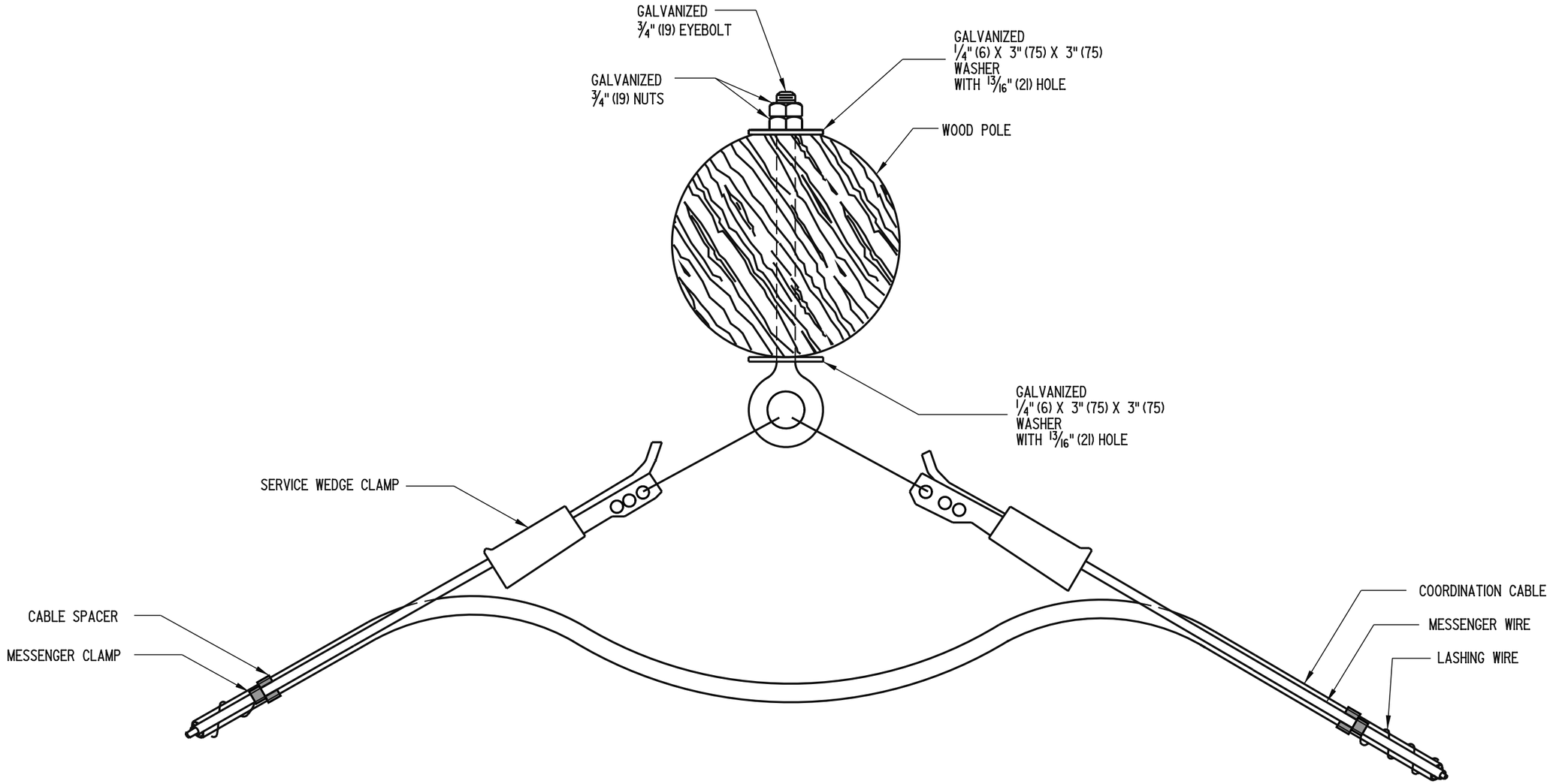


TOP VIEW

DELAWARE DEPARTMENT OF TRANSPORTATION	INTERMEDIATE MESSENGER WIRE ATTACHMENT ON WOOD POLES		APPROVED _____ CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-11 (2005)	SHT. 1 OF 2	RECOMMENDED _____ DESIGN ENGINEER 11/29/05 DATE

09/09/2005

SCALE : N.T.S.

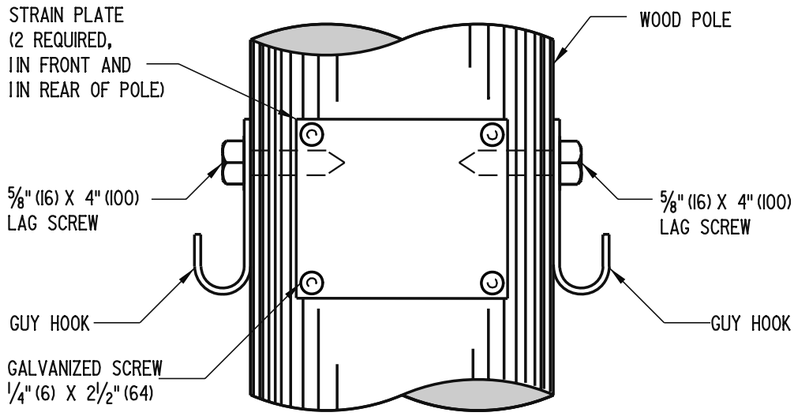


TOP VIEW

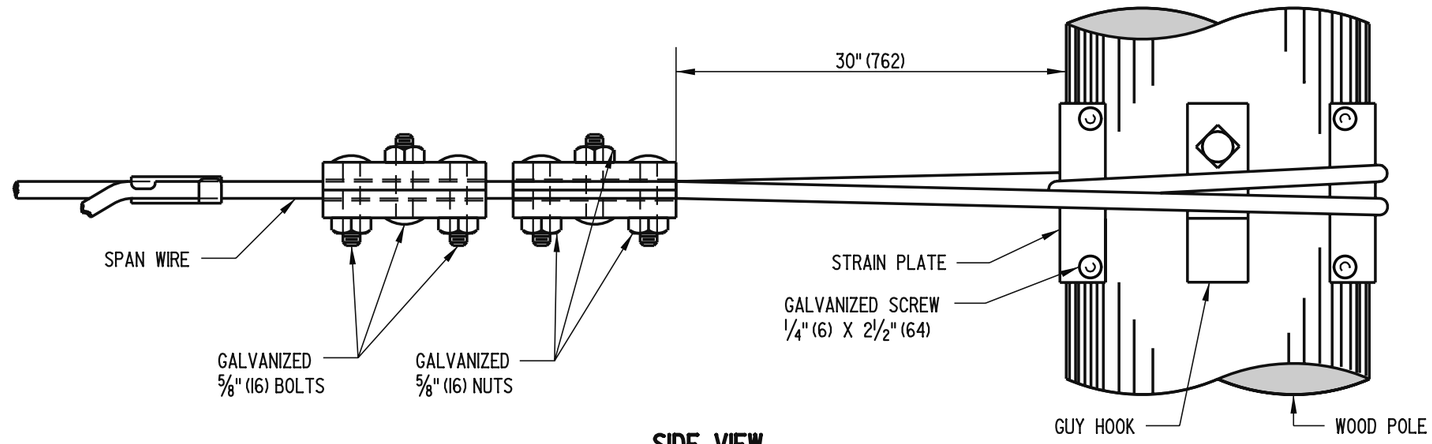
DELAWARE DEPARTMENT OF TRANSPORTATION	ANGULAR INTERMEDIATE MESSENGER WIRE ATTACHMENT		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-11 (2005)	SHT. 2 OF 2	RECOMMENDED DESIGN ENGINEER 11/29/05 DATE

09/27/2004

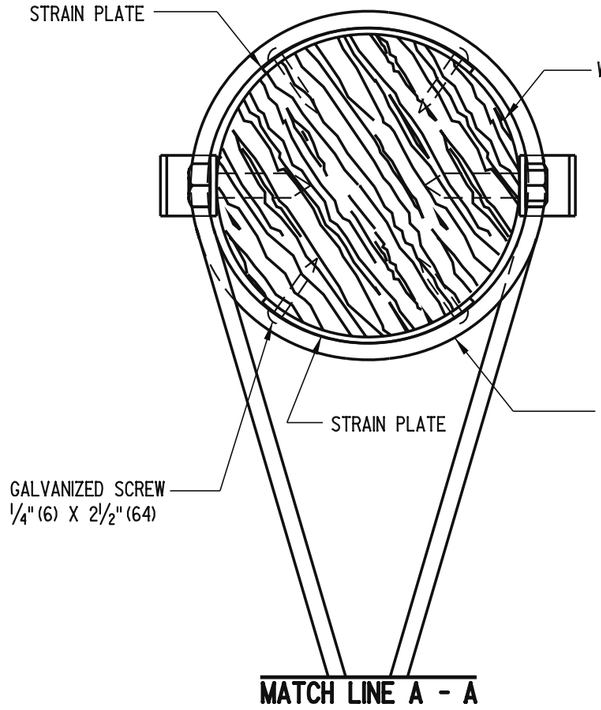
SCALE : N.T.S.



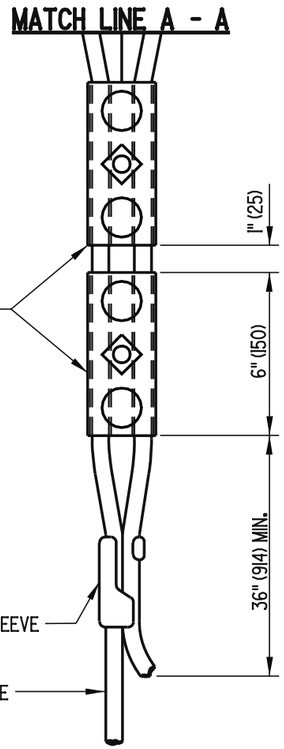
FRONT VIEW
(SPAN WIRE NOT SHOWN)



SIDE VIEW



MATCH LINE A - A



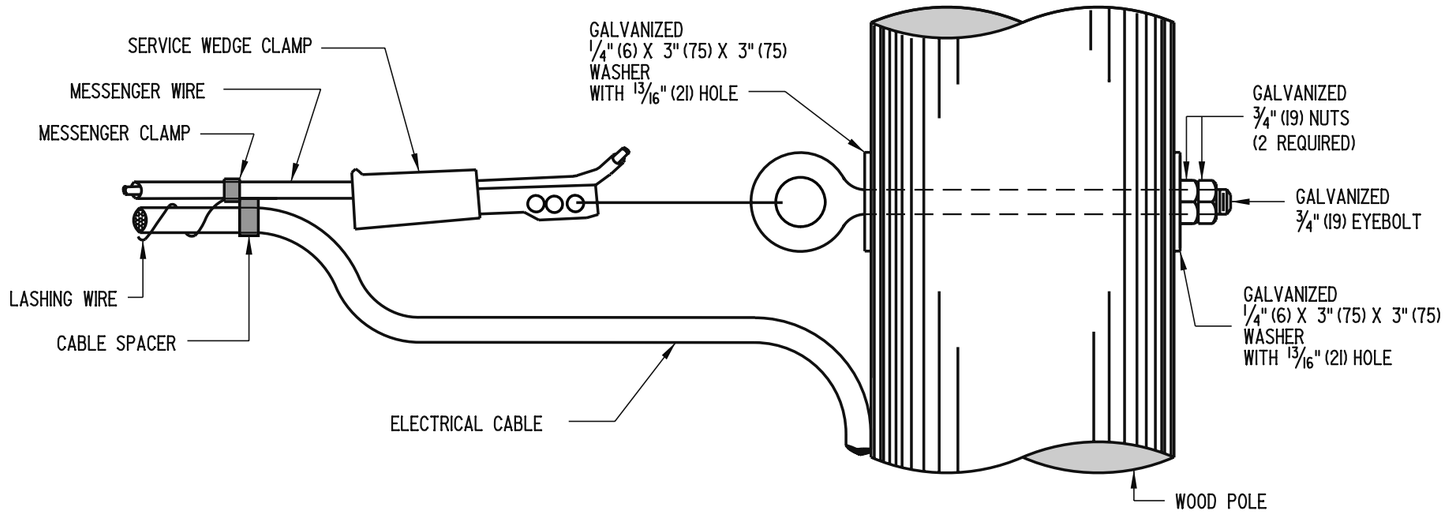
TOP VIEW

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

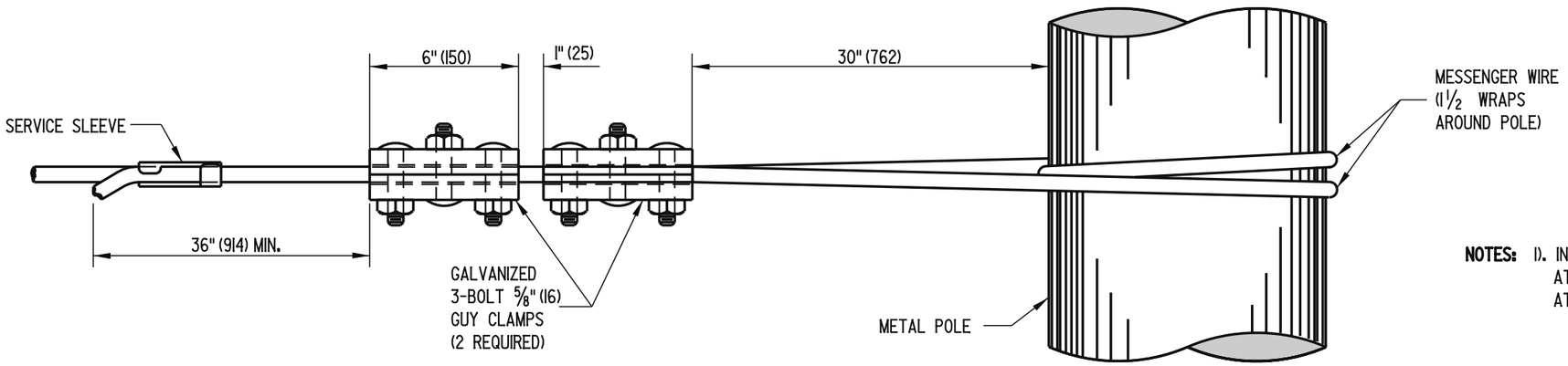
DELAWARE DEPARTMENT OF TRANSPORTATION	SPAN WIRE ATTACHMENT BETWEEN POLES	APPROVED Carolann Wicks (CHIEF ENGINEER) 12/5/05 (DATE)
	STANDARD NO. T-12 (2005) SHT. 1 OF 2	RECOMMENDED James M. Ojeda (DESIGN ENGINEER) 11/29/05 (DATE)

09/09/2005

SCALE : N.T.S.



WOOD POLES



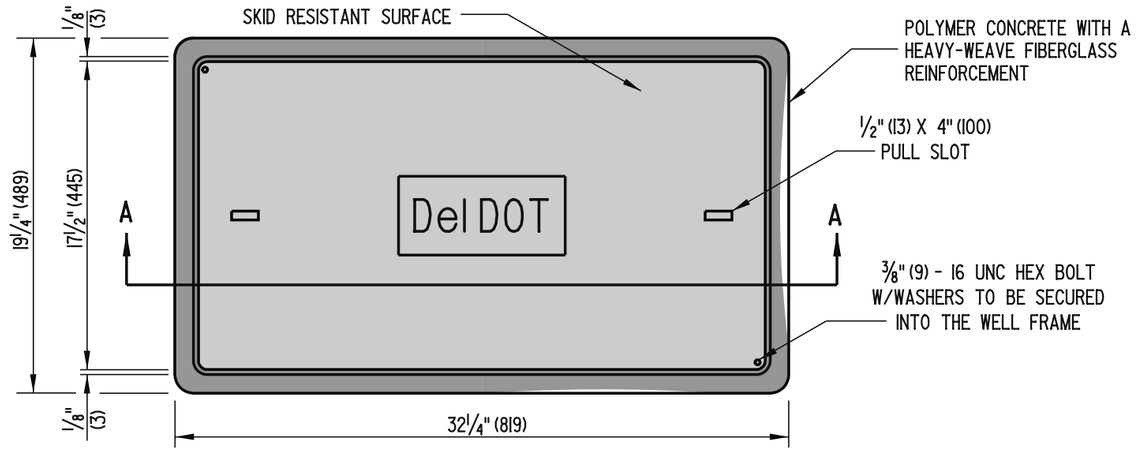
NOTES: 1). INSTALLATION METHOD SHOWN FOR DEAD END MESSENGER WIRE ATTACHMENT TO METAL POLES SHALL BE USED FOR SPAN WIRE ATTACHMENT BETWEEN METAL POLES.

METAL POLES

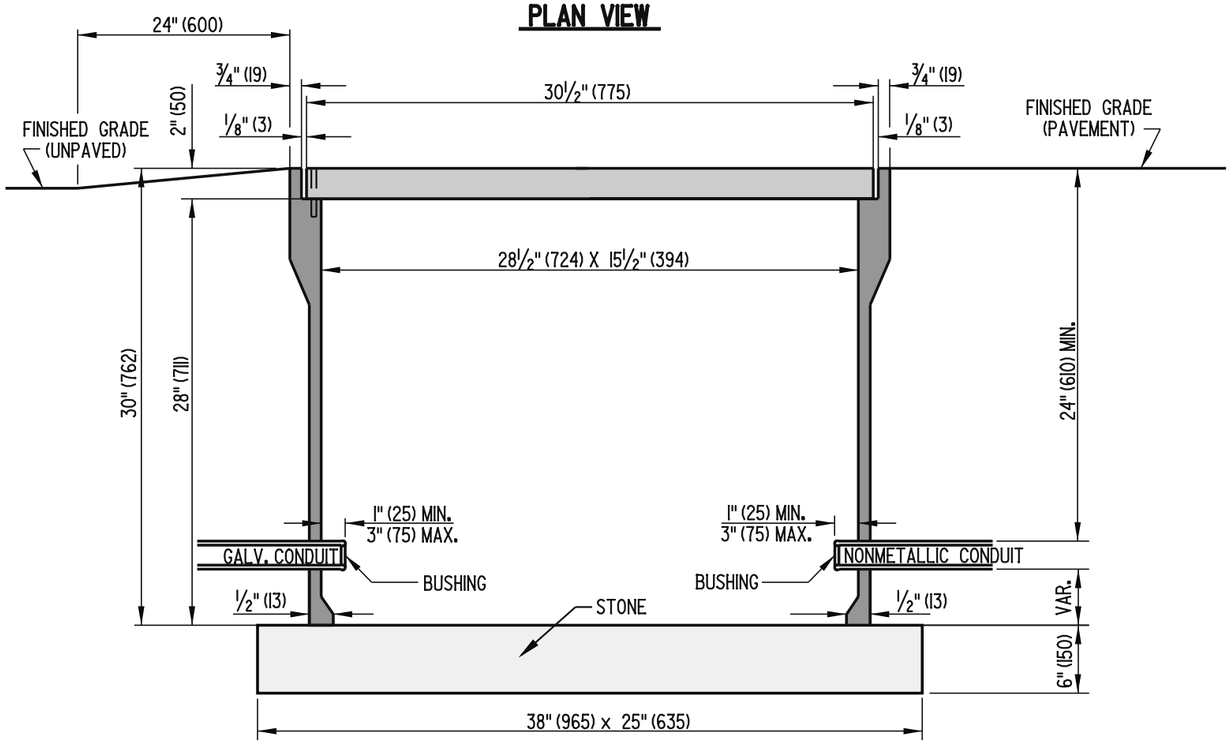
DELAWARE DEPARTMENT OF TRANSPORTATION	DEAD END MESSENGER WIRE ATTACHMENT	APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-12 (2005) SHT. 2 OF 2	RECOMMENDED James M. Ojeda DESIGN ENGINEER 11/29/05 DATE

09/09/2005

SCALE : N.T.S.



PLAN VIEW



SECTION A-A

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.

DELAWARE
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELL, TYPE 6

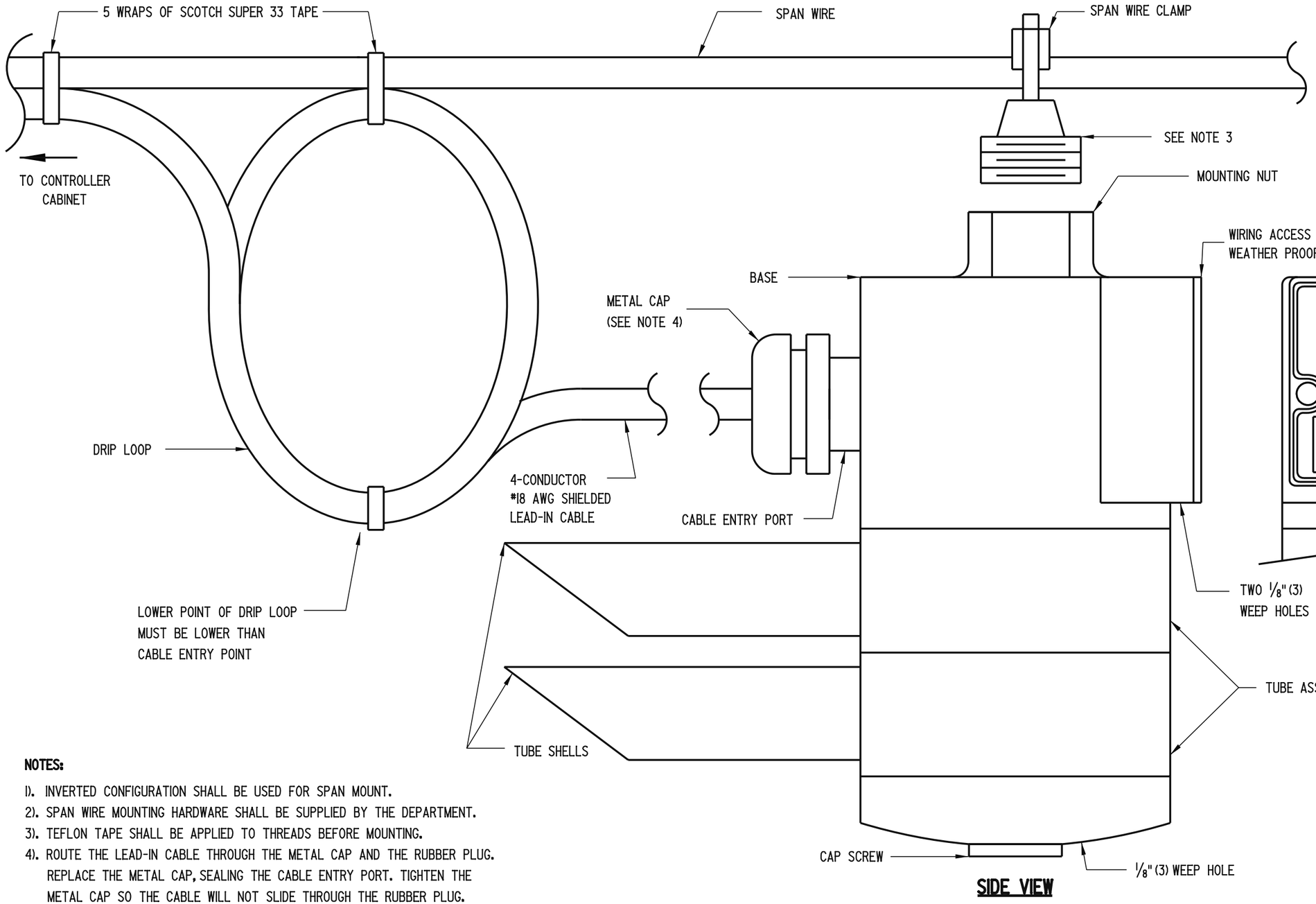
STANDARD NO. T-13 (2005) | SHT. 1 OF 3

APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE

RECOMMENDED [signature] DESIGN ENGINEER 11/29/05 DATE

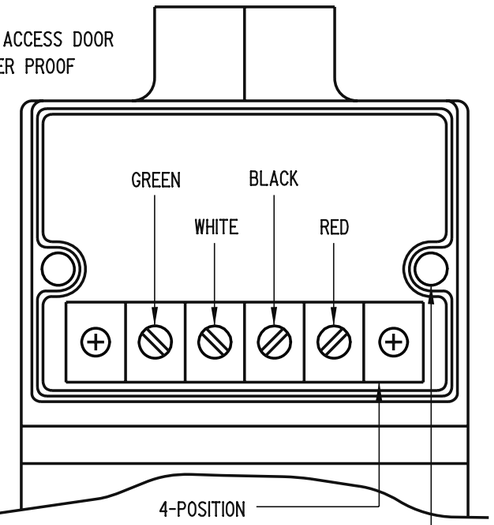
01/19/2006

SCALE : N.T.S.



SIDE VIEW

CABLE CONNECTIONS TO TERMINAL STRIP



FRONT VIEW
(CABLE IS NOT SHOWN)

NOTES:

1). INVERTED CONFIGURATION SHALL BE USED FOR SPAN MOUNT.
2). SPAN WIRE MOUNTING HARDWARE SHALL BE SUPPLIED BY THE DEPARTMENT.
3). TEFLON TAPE SHALL BE APPLIED TO THREADS BEFORE MOUNTING.
4). ROUTE THE LEAD-IN CABLE THROUGH THE METAL CAP AND THE RUBBER PLUG. REPLACE THE METAL CAP, SEALING THE CABLE ENTRY PORT. TIGHTEN THE METAL CAP SO THE CABLE WILL NOT SLIDE THROUGH THE RUBBER PLUG.

DELAWARE DEPARTMENT OF TRANSPORTATION	EMERGENCY PREEMPTION RECEIVER, INVERTED MOUNT		APPROVED Carolann Wicks CHIEF ENGINEER 12/5/05 DATE
	STANDARD NO. T-14 (2005)	SHT. 2 OF 2	RECOMMENDED James M. O'Neill DESIGN ENGINEER 11/29/05 DATE

09/09/2005