DEPARTMENT OF TRANSPORTATION  

STATE OF NEW YORK

U.S. CUSTOMARY STANDARD SHEET

DELINEATOR, SNOWPLOTHING MARKER, AND SUPPLEMENTARY SNOWPLOTHING MARKER DETAILS AND NOTES

1. The number of delineators per face, color, position along the edge, location and spacing will be as shown in the Contract Documents. Delineators shall be placed in pairs or single sheets unless otherwise shown in the Contract Documents. Where more than one delineator is shown on the Diagram, the delineators shall be installed adjacent to each other. Single delineators shall be used at the shoulder of the highway.

2. One supplementary snowplothing marker shall be installed where the distance between the delineator and single green snowplothing marker is greater than 2'-0" and less than 6'-0". These supplementary snowplothing markers shall be installed immediately behind the delineator. The transition in lateral offset shall be made gradually.

3. Small delineators for installations where the distance from finished grade to top of post is less than or equal to 2'-0" use 2.0 LB./FT. posts. Where the distance from finished grade is greater than 2'-0" use 2.5 LB./FT. posts unless shown otherwise in the Contract Documents.

4. Large delineators shall be recovered in 2.0 LB/FT posts regardless of post height unless shown otherwise in Contract Documents.

5. Posts shall be erected so that the delineators and markers will be at the wall and elevations called for in the Engineer's plans. After setting, a suitable driving cap shall be used for driving posts.

6. Posts should be driven into solid ground only. Where driven, they shall be firmly placed so as to be true to line, true to grade, and be truly vertical. A suitable driving cap shall be used for driving posts.

7. Posts for bending changes shall be made by the engineer prior to the project. They are utilized to strengthen the structure. The double and single green snowplothing marker exceeds 300'-0". Supplementary snowplothing markers to be used in place of delineators shall be installed immediately behind guide rail. The transition in lateral offset shall be made gradually.

8. In snowplothing marker panels, all layers shall be placed as shown on these sheets unless otherwise shown in the Contract Documents.

9. Where there is a change in shoulder width, the transition in delineator and snowplothing marker placements may be made gradually. The number of delineator faces, size, color, and spacing will be as shown in the Contract Documents. Delineators shall be placed in pairs or single sheets unless otherwise shown in the Contract Documents.

10. Snowplothing markers and delineators shall be installed as shown in the Contract Documents.

11. Snowplothing markers shall be installed at the required positions and delineators, delineators, and snowplothing markers shall be treated to the satisfaction of the Engineer.

12. On curves, delineator faces shall be trimmed to the same effect as at points. Exact limitations will vary depending upon the degree of curvature.

13. Snowplothing markers shall be white, fluorescent yellow, or green as shown in the Contract Documents.

14. The number of delineator faces, size, color, position along the edge, location and spacing will be as shown in the Contract Documents. Delineators shall be placed in pairs or single sheets unless otherwise shown in the Contract Documents. Where more than one delineator is shown on the Diagram, the delineators shall be installed adjacent to each other. Single delineators shall be used at the shoulder of the highway.

15. Small delineators for installations where the distance from finished grade to top of post is less than or equal to 2'-0" use 2.0 LB./FT. posts. Where the distance from finished grade is greater than 2'-0" use 2.5 LB./FT. posts unless shown otherwise in the Contract Documents.

16. Large delineators shall be recovered in 2.0 LB/FT posts regardless of post height unless shown otherwise in Contract Documents.

17. Posts shall be erected so that the delineators and markers will be at the wall and elevations called for in the Engineer's plans. After setting, a suitable driving cap shall be used for driving posts.

18. Posts should be driven into solid ground only. Where driven, they shall be firmly placed so as to be true to line, true to grade, and be truly vertical. A suitable driving cap shall be used for driving posts.

19. Posts for bending changes shall be made by the engineer prior to the project. They are utilized to strengthen the structure. The double and single green snowplothing marker exceeds 300'-0". Supplementary snowplothing markers to be used in place of delineators shall be installed immediately behind guide rail. The transition in lateral offset shall be made gradually.

20. In snowplothing marker panels, all layers shall be placed as shown on these sheets unless otherwise shown in the Contract Documents.

21. Where there is a change in shoulder width, the transition in delineator and snowplothing marker placements may be made gradually. The number of delineator faces, size, color, and spacing will be as shown in the Contract Documents. Delineators shall be placed in pairs or single sheets unless otherwise shown in the Contract Documents.

22. Snowplothing markers and delineators shall be installed as shown in the Contract Documents.