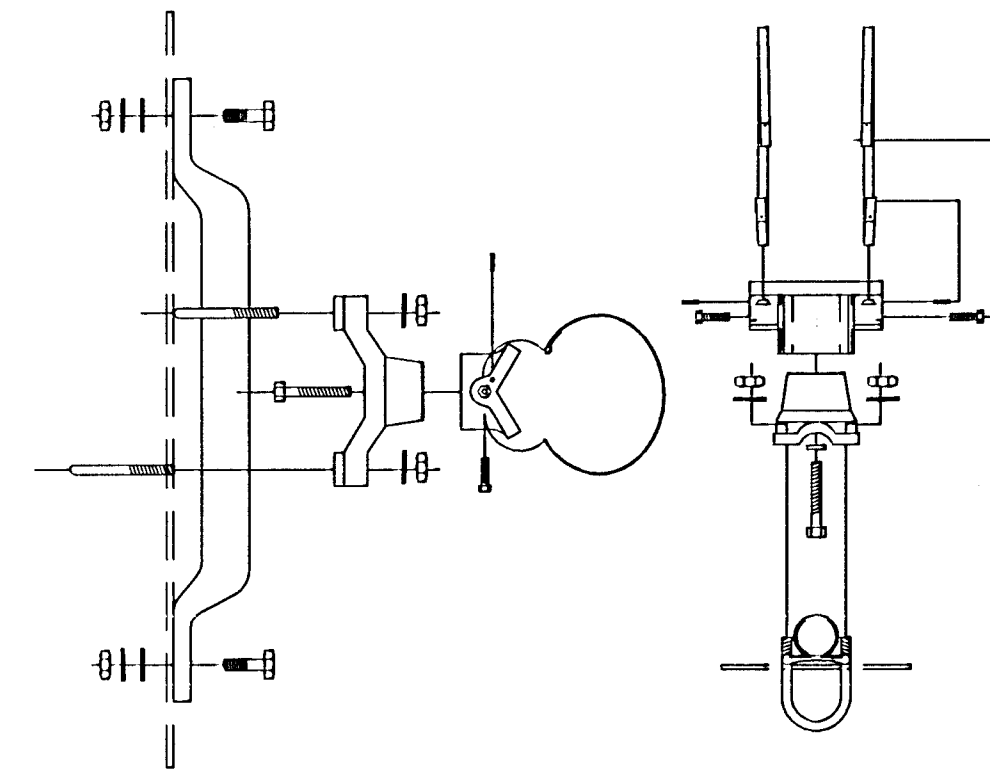
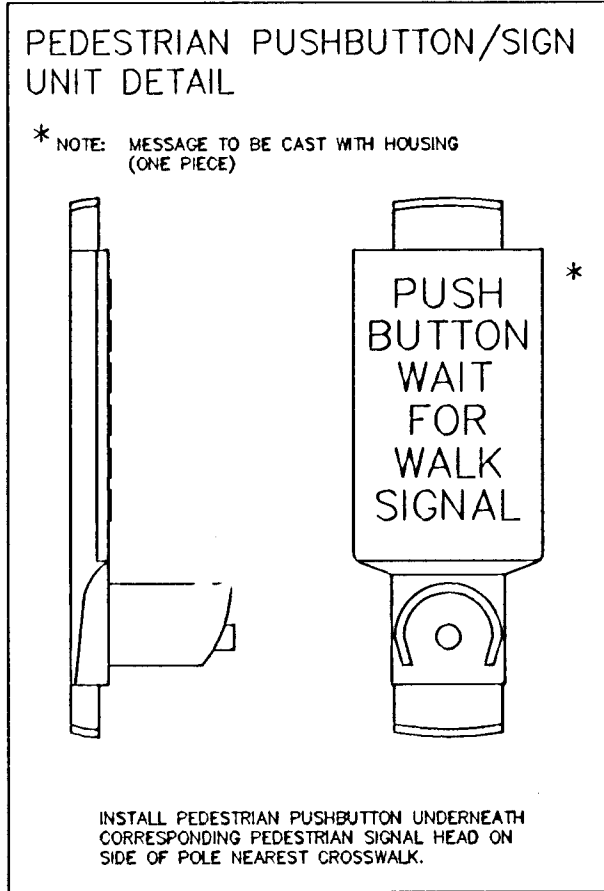




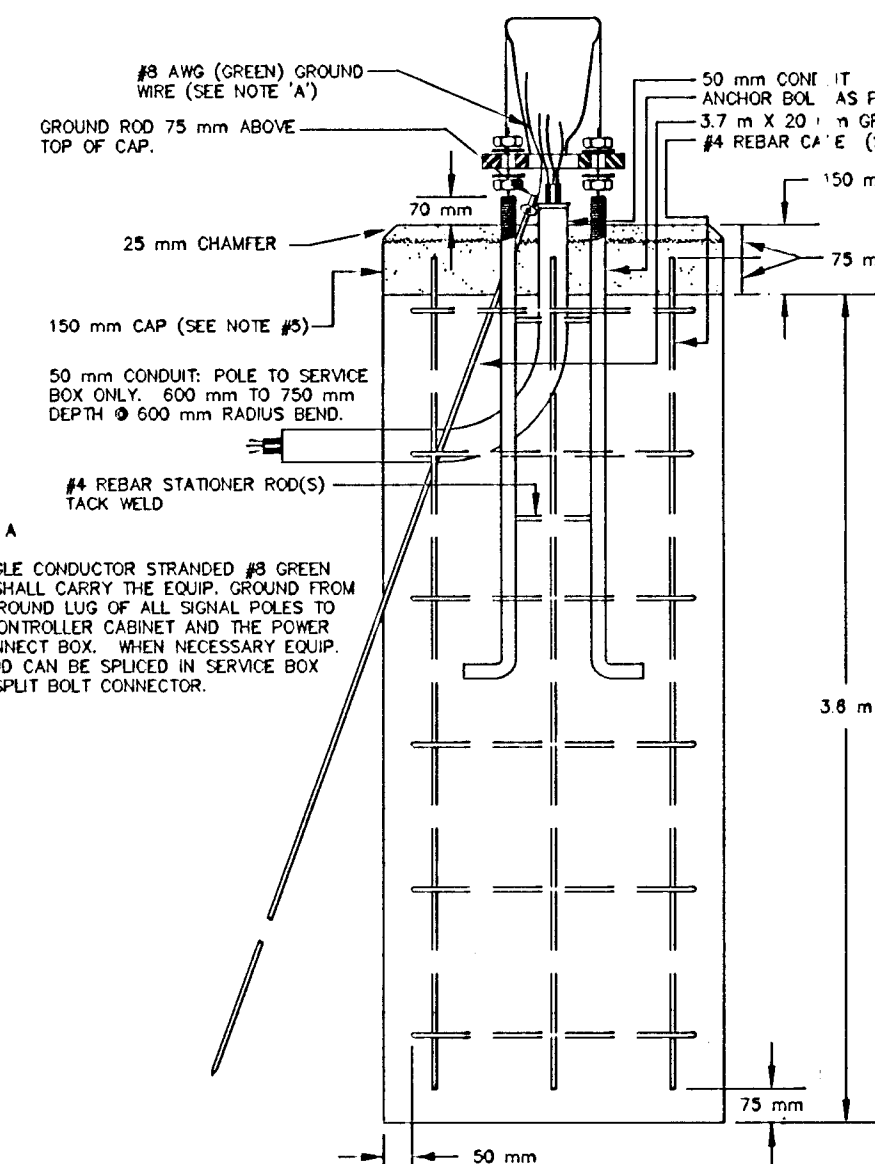
LEFT TURN
YIELD
ON GREEN

SEE DETAIL "A" FOR MOUNTING
HARDWARE

Street Name

SEE DETAIL "A" FOR MOUNTING
HARDWARE USE 2 PER SIGN

1. DIRECTIONAL ALIGNMENT OF PED. INDICATIONS & BRACKET(S) SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. THROUGH HOLES IN THE POLE SHALL BE DRILLED AND WELL REAMED TO PREVENT CABLE CHAFING.
3. HINGE PEDESTRIAN SIGNAL DOORS AWAY FROM POLE.



- NOTE:
1. THE ANCHOR BOLTS FOR THE SIGNAL POLE SHALL BE TACK WELDED TOGETHER IN A 400 x 500 mm DIA. BOLT PATTERN (ON CENTERS AS SHOWN) TO MAINTAIN REQUIRED POST TOWARD CONCRETE PATTERN AND TO AID IN VERTICAL POSITIONING WHILE CONCRETE BASE IS POURED.
 2. USE ANTI-SHED COMPOUND ON ALL THREADS.
 3. 3 / 4" x 20 mm GROUND ROD TO BE POSITIONED BEFORE POURING BASE.
 4. GLASS "A" CONCRETE SHALL BE USED TO CONSTRUCT BASE.
 5. CONSTRUCT A 150 mm THICK x 914 mm SQUARE CONCRETE CAP AFTER POLE HAS BEEN ERECTED & FLOWED. CHAMFER 45 DEGREE. MUST BE APPROVED BY DSG BEFORE POURED.
 6. GROUND SHALL HAVE PLASTIC (OR METAL) BUSHING (ABOUT BASE) TO PREVENT CRACKING.
 7. USE #8 BARE COPPER GROUND CONDUCTOR FROM CLAMP TO GROUND BOLT 1 ACCESS HOLE.

810 mm OUTSIDE DIA.

3.5 m

225 mm

6, 3.5 m BARS EQUALLY SPACED

810 mm CTRS. (8 BARS)

SPOT WELD OF WIRE

225 mm

DIVISION OF TRAFFIC ENGINEERING	SCALE
WM. G. MCKINLEY TRAFFIC ENGINEER	NO SCALE

SCALE
NO SCALE