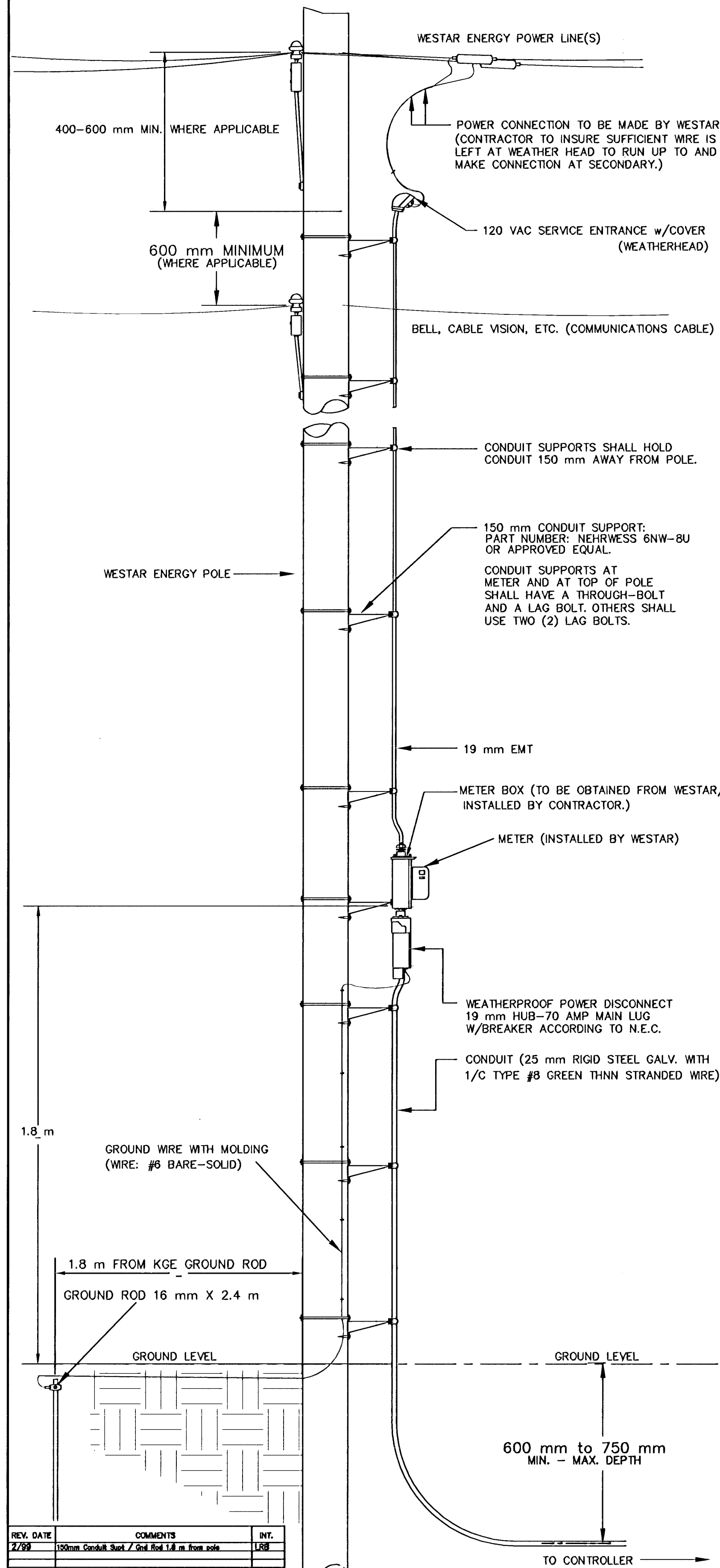
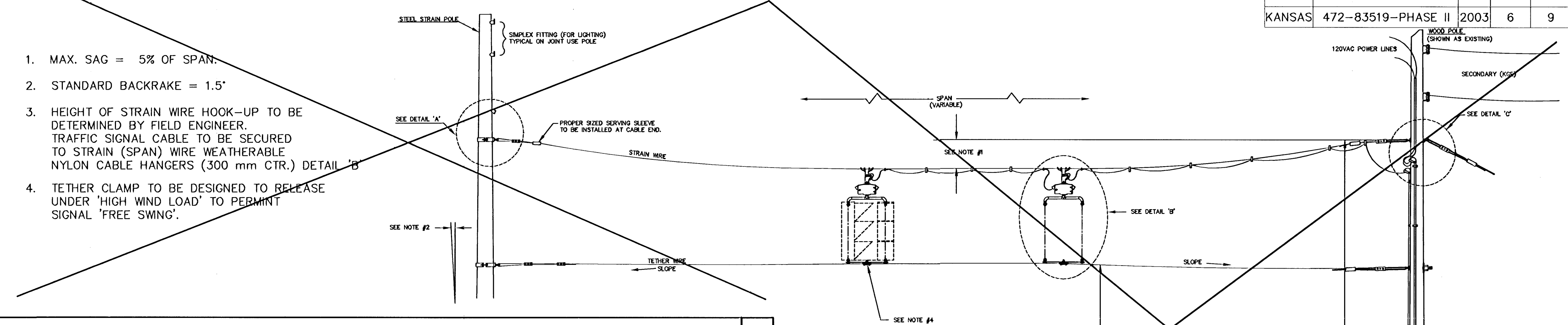


	BY	DATE
REFERENCES NOTED		
REFERENCES CHECKED		

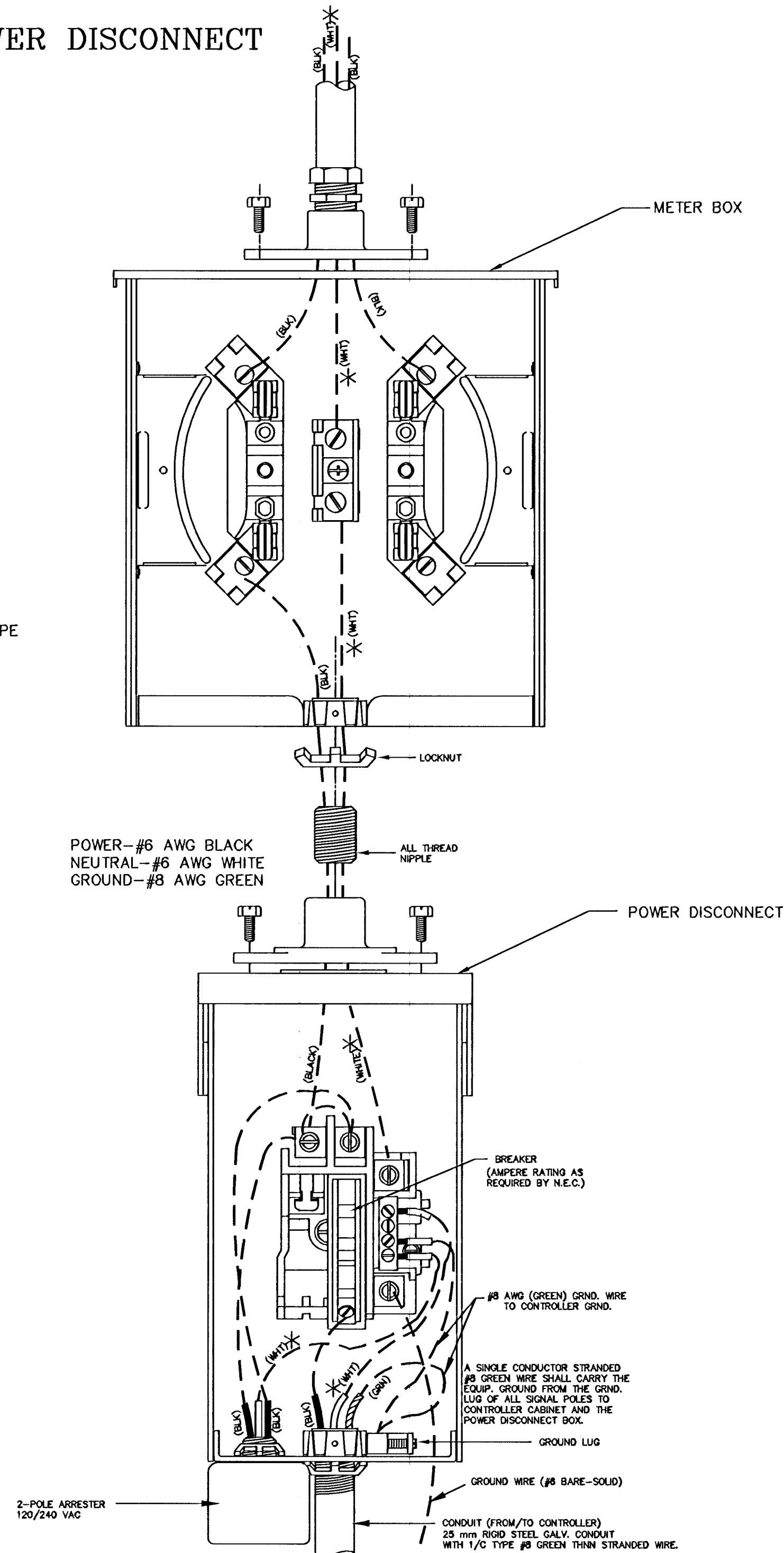
[illegible]

T. MASON, TRAFFIC ENGRNG. 2/4/97. FILE: D 2 - PPSP-MET

1. MAX. SAG = 5% OF SPAN.
2. STANDARD BACKRAKE = 1.5°
3. HEIGHT OF STRAIN WIRE HOOK-UP TO BE DETERMINED BY FIELD ENGINEER.
TRAFFIC SIGNAL CABLE TO BE SECURED TO STRAIN (SPAN) WIRE WEATHERABLE NYLON CABLE HANGERS (300 mm CTR.) DETAIL 100
4. TETHER CLAMP TO BE DESIGNED TO RELEASE UNDER 'HIGH WIND LOAD' TO PERMIT SIGNAL 'FREE SWING'.

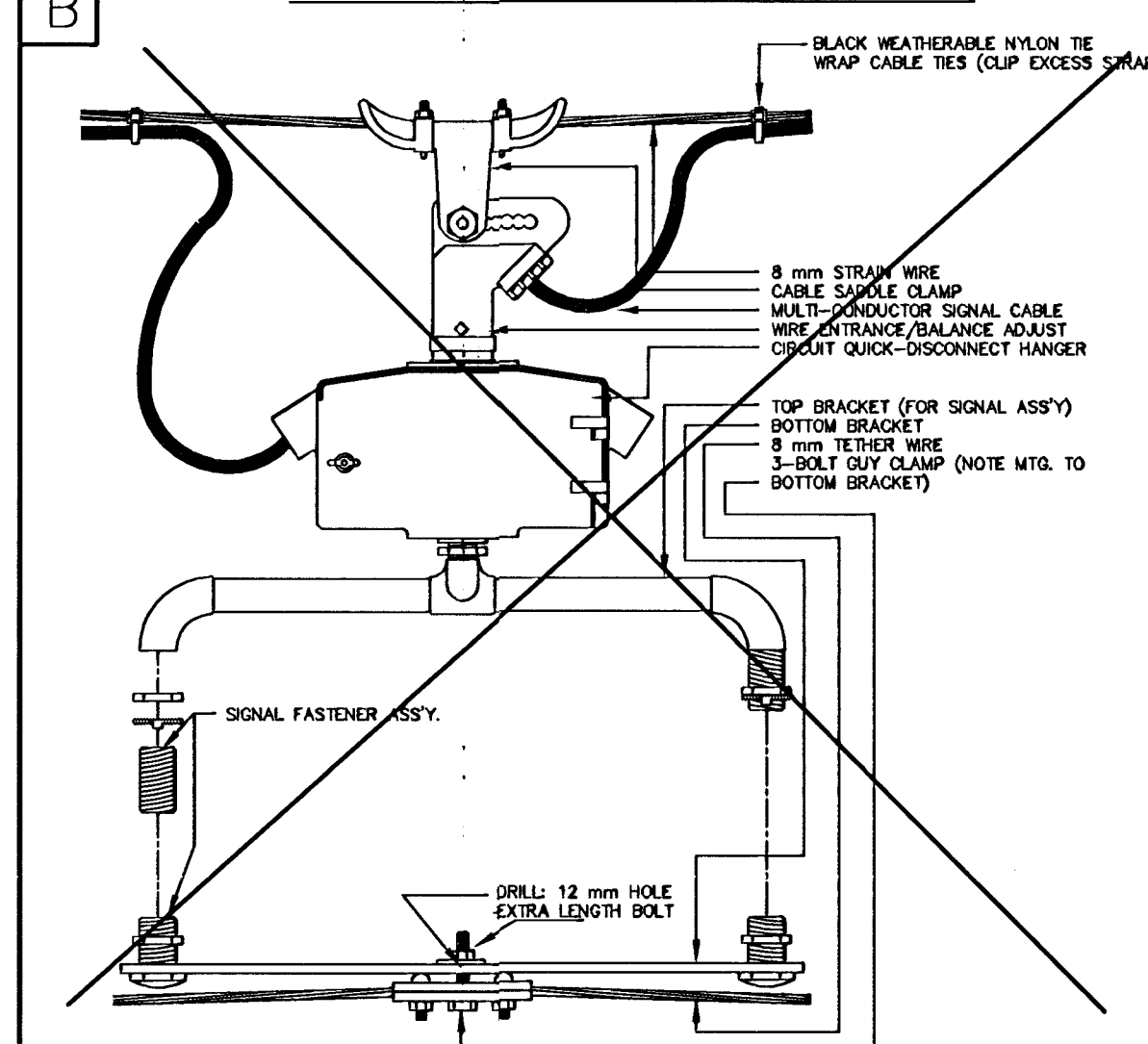
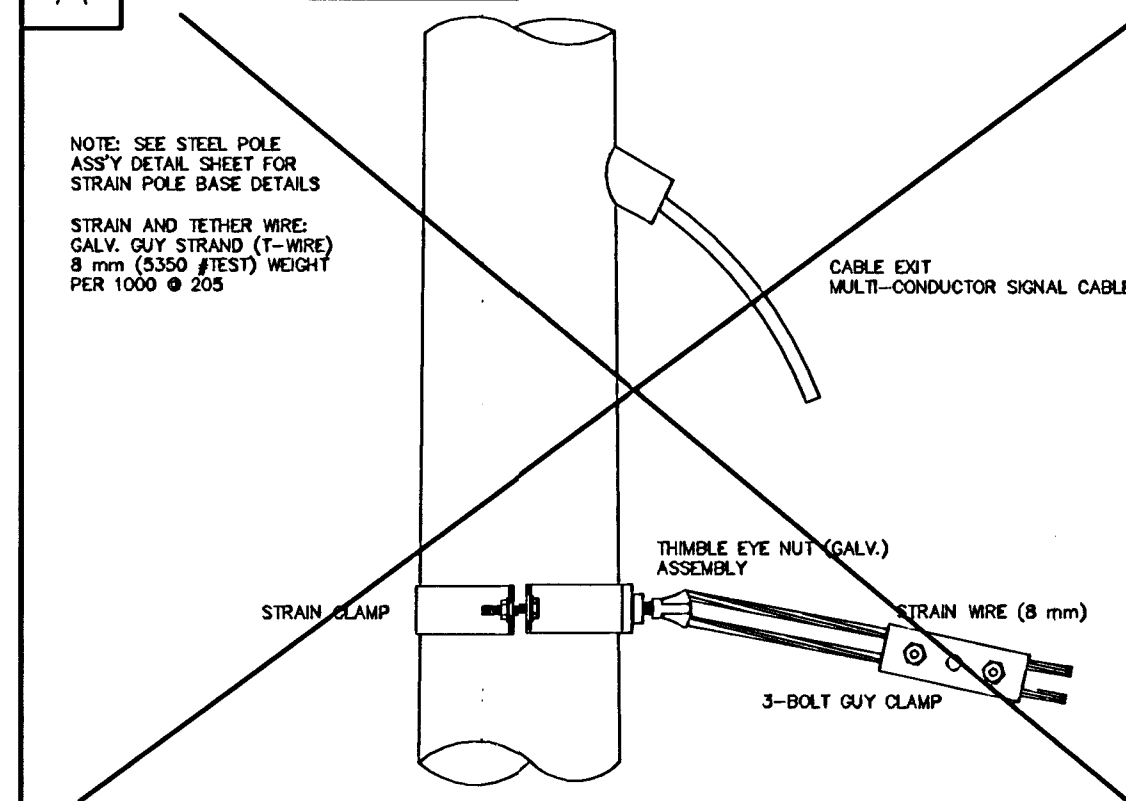


*
TO BE MARKED WITH WHITE TAPE



NOTE: SEE STEEL POLE
ASS'Y DETAIL SHEET FOR
STRAIN POLE BASE DETAILS

STRAIN AND TETHER WIRE:
GALV. GUY STRAND (T-WIRE)
8 mm (5350 #TEST) WEIGHT
PER 1000 • 205



The diagram shows a vertical steel pole with various hardware attached. At the top, a back plate is secured with a jam nut, a galv. thimble eye nut, and a 3-bolt guy clamp. A guy wire (8 mm) is also shown. Below this, a 2-hole metal clamp is used for a multi-conductor signal cable. Further down, a 2-hole metal clamp is used for a power line (20 VAC). At the bottom, a 2-hole metal clamp is used for a multi-conductor signal cable. The diagram is crossed out with a large 'X'.

BACK PLATE
JAM NUT
GALV. THIMBLE EYE NUT
GUY WIRE (8 mm)
3-BOLT GUY CLAMP

SEE NOTE 1

GALV. THIMBLE EYE BOLT
FRONT PLATE
STRAIN WIRE
POWER LINES (20 VAC)
WEATHERHEAD/GUT (FOR POWER LINES)
2-HOLE (METAL) CLAMP
WEATHERHEAD/GUT (FOR MULTI-CONDUCTOR SIGNAL CABLE)
2-HOLE (METAL) CLAMP

NOTE:

1. GALV. THIMBLE EYE ANCHOR BOLT AND EXPANDING ANCHOR (NOT SHOWN) TO STABILIZE WOOD POLE (WHERE APPLICABLE)
2. ANY COMBINATION OF ROUND/THIMBLE EYE BOLTS AND NUTS MAY BE UTILIZED AS APPLICATION MAY VARY. FIELD ENGINEER TO DETERMINE TYPE OF HARDWARE USED.
3. HARDWARE SHOWN IS TRANSFERABLE TO STEEL POLE IN WHOLE OF PART WHERE STEEL STRAIN POLE IS USED. (POWER, SIGNAL, CABLE, METER, ETC.) FIELD ENGINEER TO MAKE DETERMINATION. STEEL STRAIN POLE APPLICATIONS MAY VARY AS TO MOUNTING ON POLE. USE OF CLAMPS, BANNED BRACKETS, ETC. ARE STD. - FIELD ENGINEER TO DETERMINE BEST TYPE APPLICATIONS.

TRAFFIC ENGINEERING DIVISION	SCALE
RANDALL W. HOSKINS, P.E., TRAFFIC ENGINEER	NO SCALE