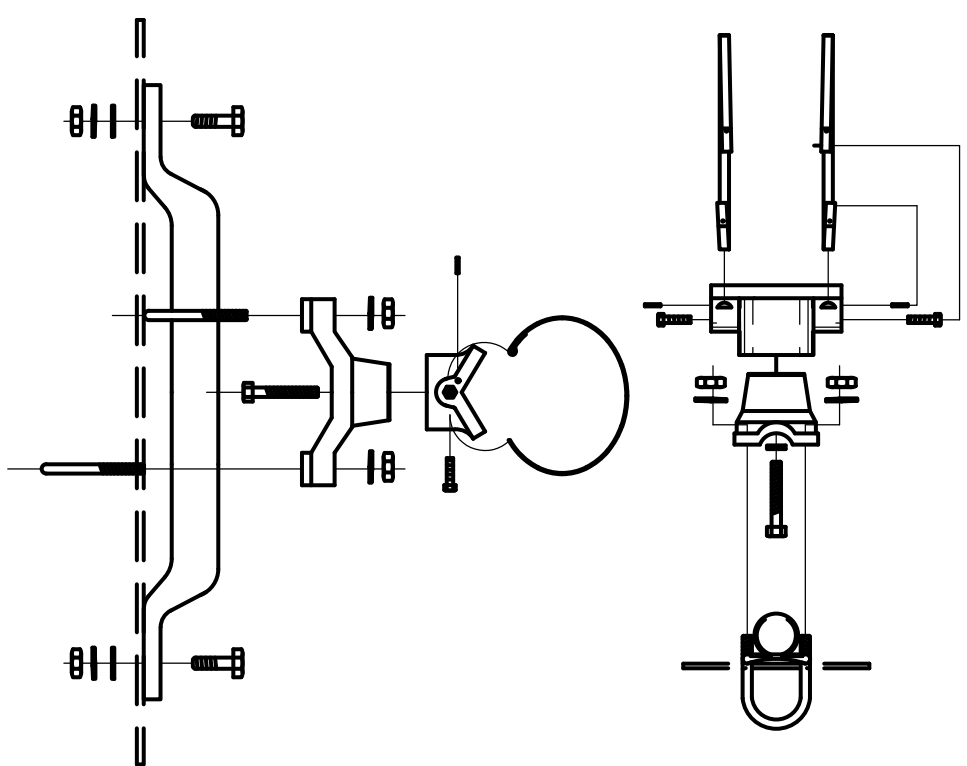
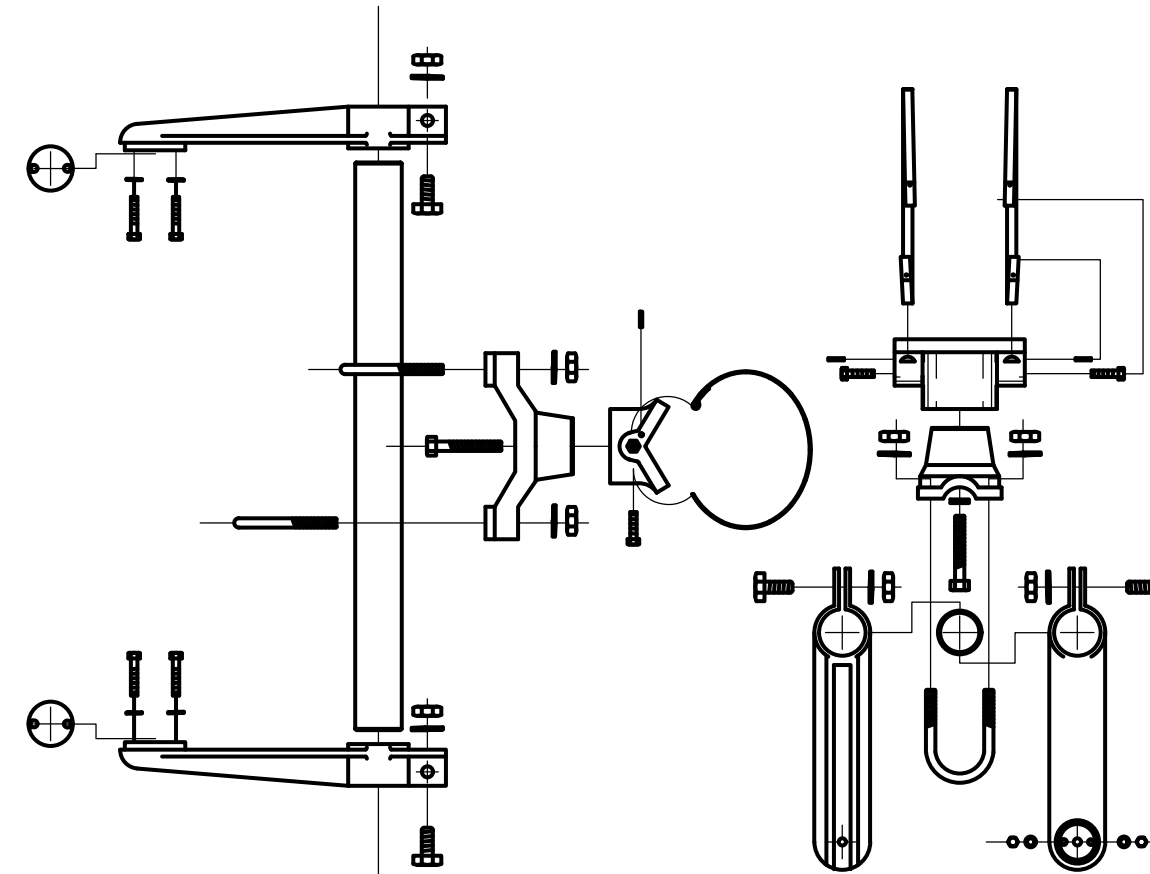


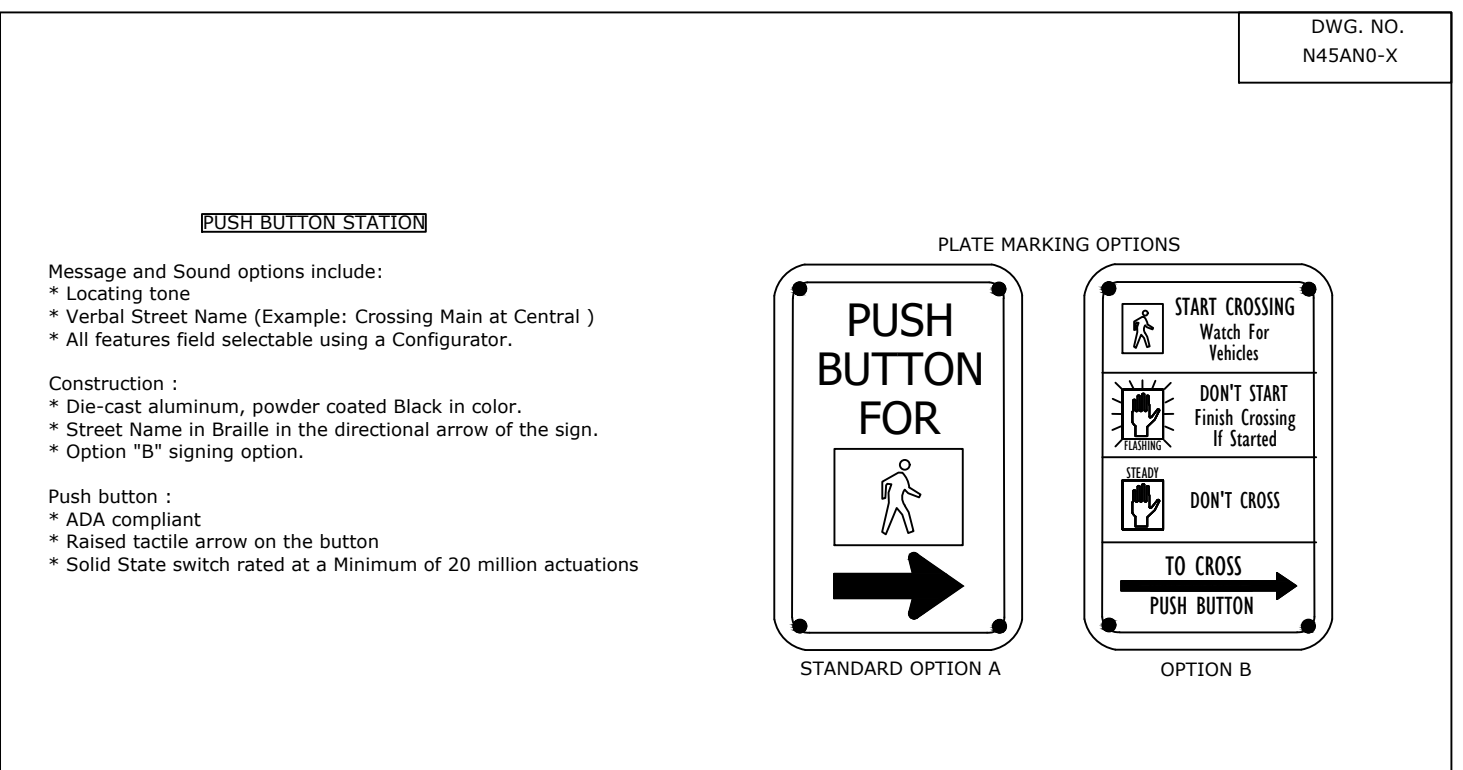
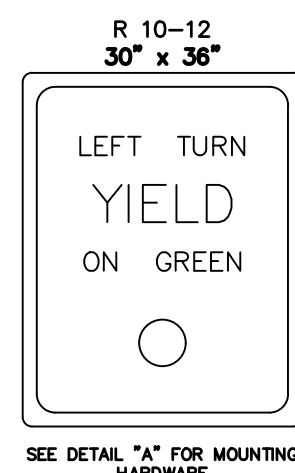
BANDED SIGN MOUNTING BRACKET DETAIL



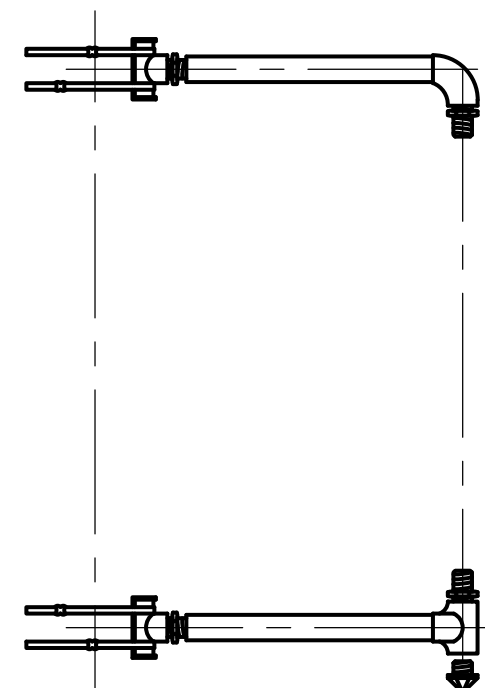
TYPE I SIGNAL MOUNTING BRACKET ASSEMBLY DETAIL



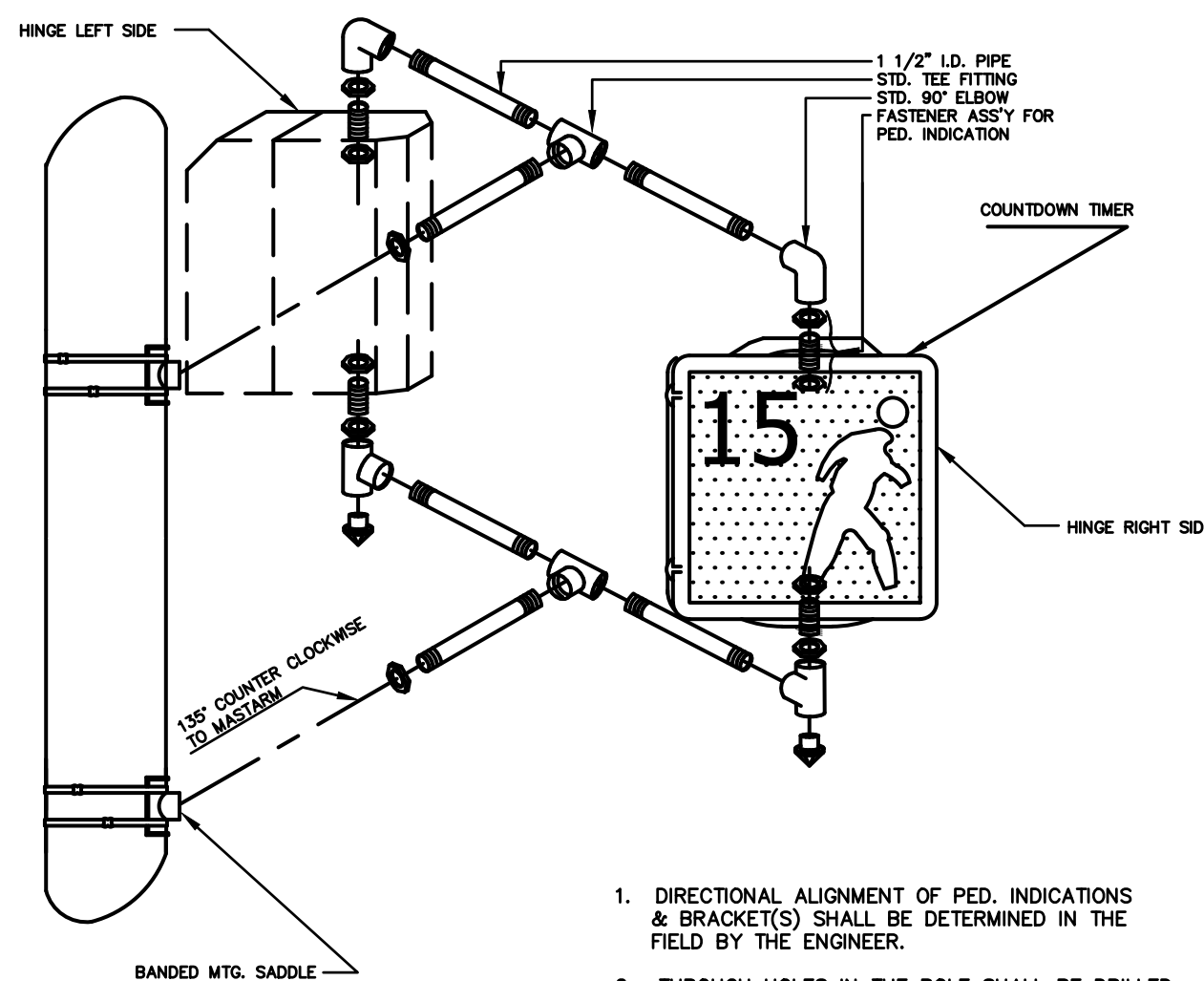
STANDARD SIGNING



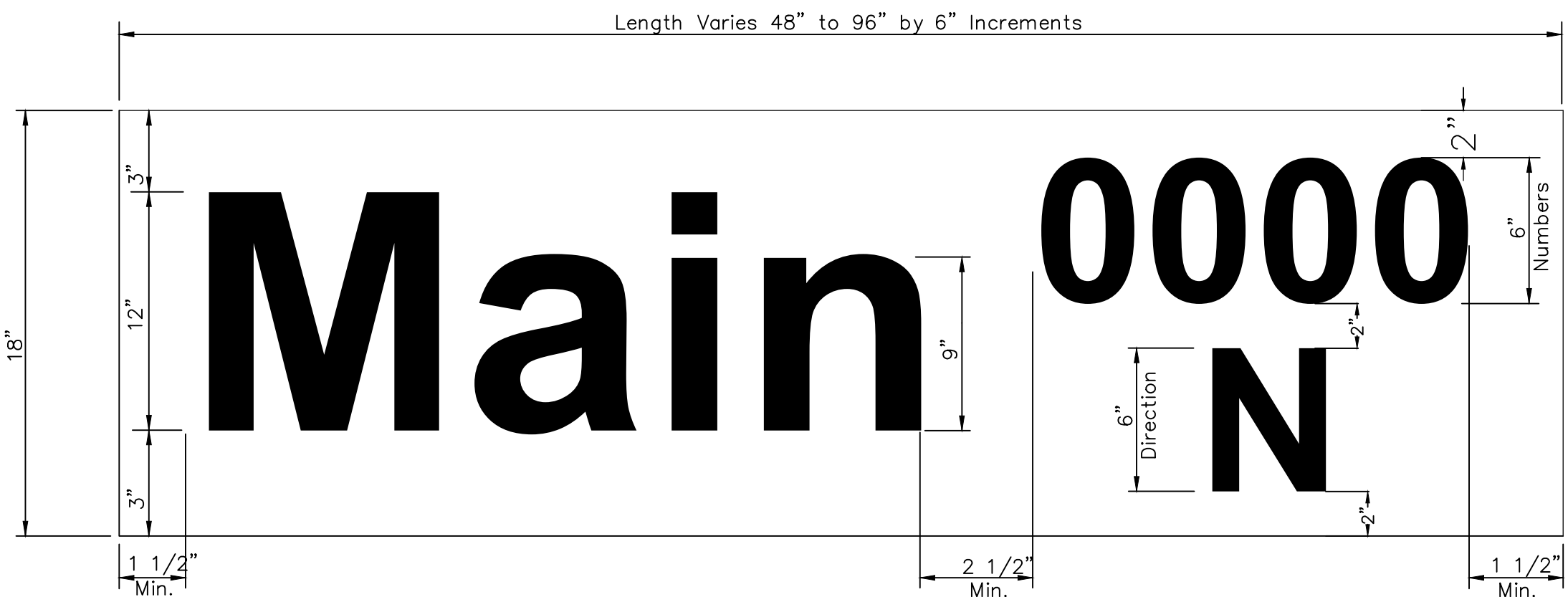
TYPE III SIDE-OF-POLE MOUNTING BRACKET ASSEMBLY



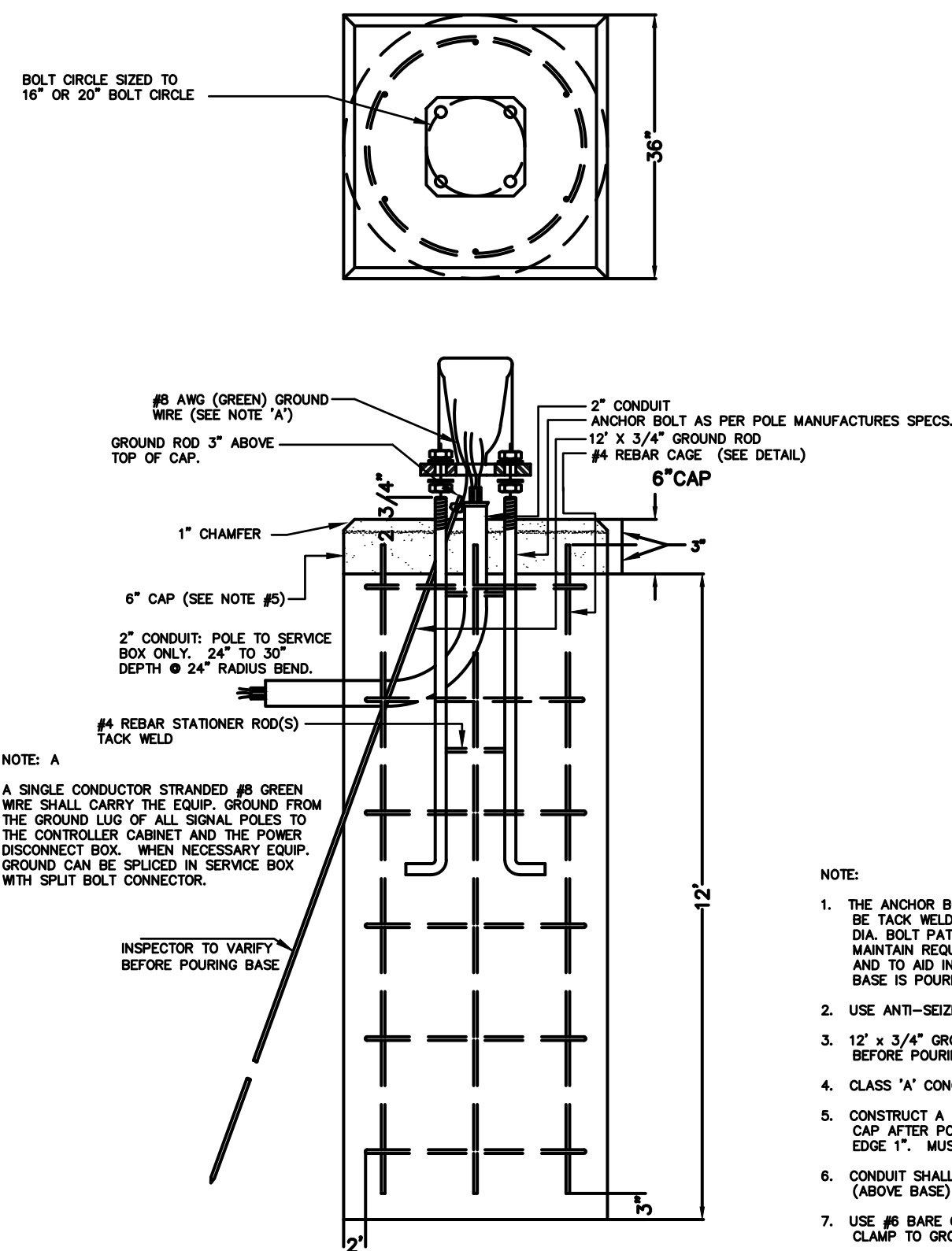
TYPE II SIGNAL MOUNTING BRACKET ASSEMBLY (SIDE-OF-POLE)



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.
4. CLAM SHELL BRACKETS ARE NOT ACCEPTABLE.

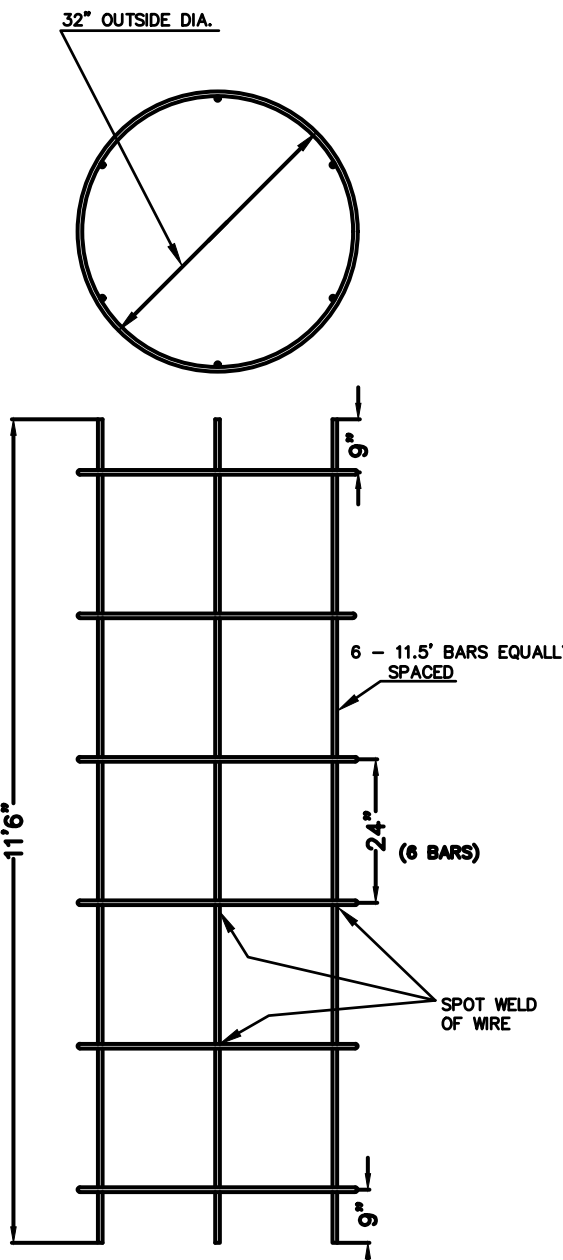


DETAIL D METRO



- NOTE:
1. THE ANCHOR BOLTS FOR THE SIGNAL POLE SHALL BE TACK WELDED TOGETHER IN A 16" OR 20" DIA. BOLT PATTERN (ON CENTERS AS SHOWN) TO MAINTAIN REQUIRED BOLT CONFIGURATION PATTERN AND TO AID IN VERTICAL POSITIONING WHILE CONCRETE BASE IS POURED.
 2. USE ANTI-SEIZE COMPOUND ON ALL THREADS.
 3. 12" x 3/4" GROUND ROD TO BE POSITIONED BEFORE POURING BASE.
 4. CLASS 'A' CONCRETE SHALL BE USED TO CONSTRUCT BASE.
 5. CONSTRUCT A 6" THICK x 36" SQUARE CONCRETE CAP AFTER POLE HAS BEEN ERECTED & PLUMBED. CHAMFER EDGE 1". MUST BE APPROVED BY ENGR. BEFORE POURED.
 6. CONDUIT SHALL HAVE PLASTIC (OR METAL) BUSHING (ABOVE BASE) TO PREVENT CABLE CHAFING.
 7. USE #6 BARE COPPER GROUND CONDUCTOR FROM CLAMP TO GROUND BOLT IN ACCESS HOLE.

REBAR CAGE



REVISED: AUGUST 2014

STEEL SIGNAL POLE ASSEMBLY DETAILS

TRAFFIC ENGINEER
MIKE ARMOUR, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
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SHEET
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