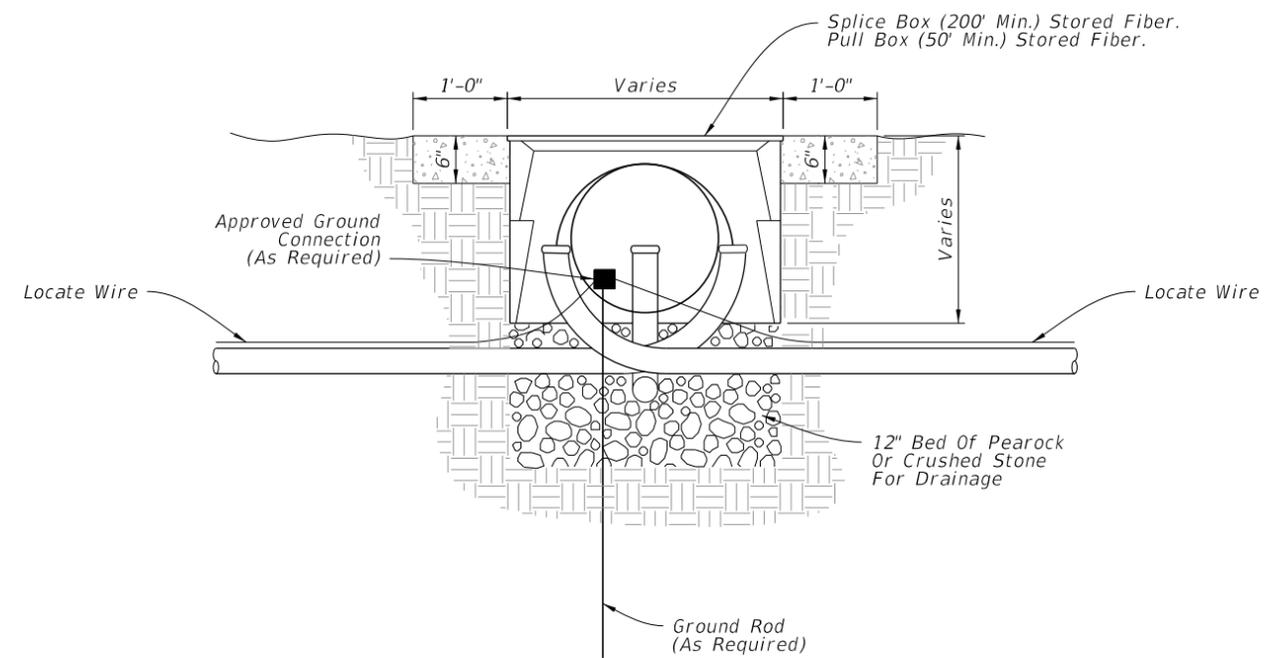
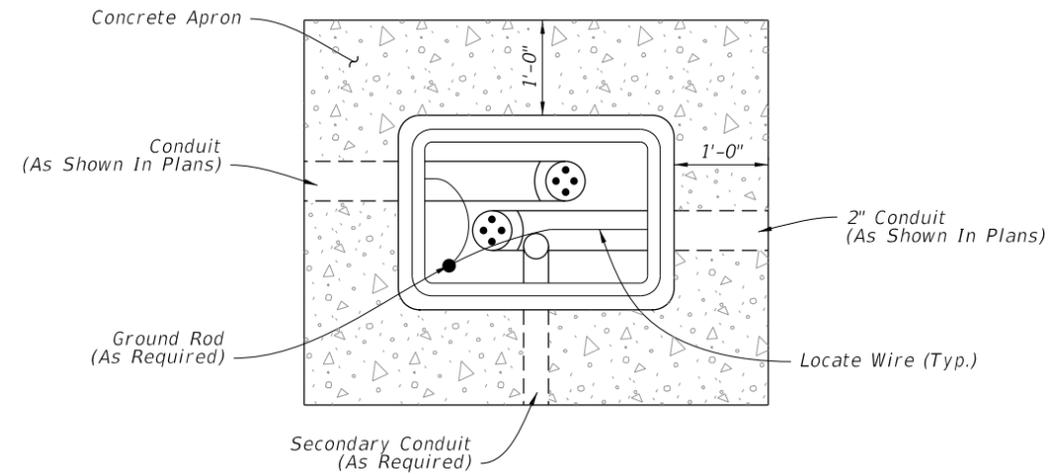


**PULL BOX**



**FIBER OPTIC BOX**

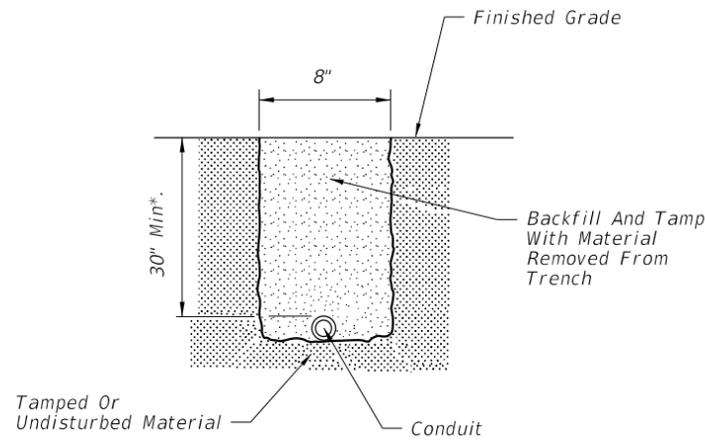
Rectangular boxes are depicted. Round fiber optic splice boxes and lids are allowed.

**NOTES:**

1. Boxes shall not be installed in roadways or driveways.
2. Boxes shall be on the Approved Product List (APL).
3. Boxes shall be installed flush with the finished grade surface.
4. Fiber Optic splice boxes shall be provided with cable hanger racks designed to support cables and splice enclosures. Cost of racks to be included in cost of splice box.
5. Fiber optic boxes shall contain only Fiber Optic Cable, Conduit, and Locate Wire.
6. Conduit center line shall be aligned to top edge of box to facilitate cable pulling.
7. All boxes shall have 1'-0" wide (min) concrete apron. Concrete for concrete aprons shall be Class NS with a minimum strength at 28 days of f'c=2.5 Ksi. Aprons shall be sloped away from box. Cost of apron to be included in the cost of each box.
8. Prevent the ingress of Water, Dirt, Sand, and other foreign materials into the conduit prior to, during and after construction using a foam-sealing material, rubber plug, or other device designed for this application and approved.

12/7/2015 10:19:50 AM

LAST REVISION 01/01/16	REVISION	DESCRIPTION:	 <b>FY 2016-17 DESIGN STANDARDS</b>	<b>PULL AND SPLICE BOX</b>	INDEX NO. <b>17700</b>	SHEET NO. <b>1 of 1</b>
---------------------------	----------	--------------	--	----------------------------	---------------------------	----------------------------

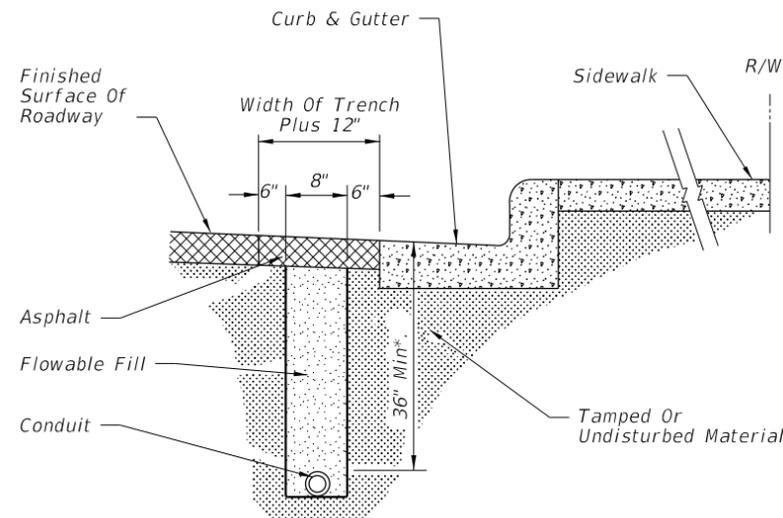


FOR USE IN AREAS NOT EXPOSED TO VEHICULAR TRAFFIC

FIGURE A

Note:

1. Sidewalk patches to match existing joints.
2. Entire sidewalk slab must be replaced when specified in the plans.
3. Backfill and tamp with material from trench except at driveways. At driveways, backfill a length of trench within the driveway entirely with Flowable Fill.



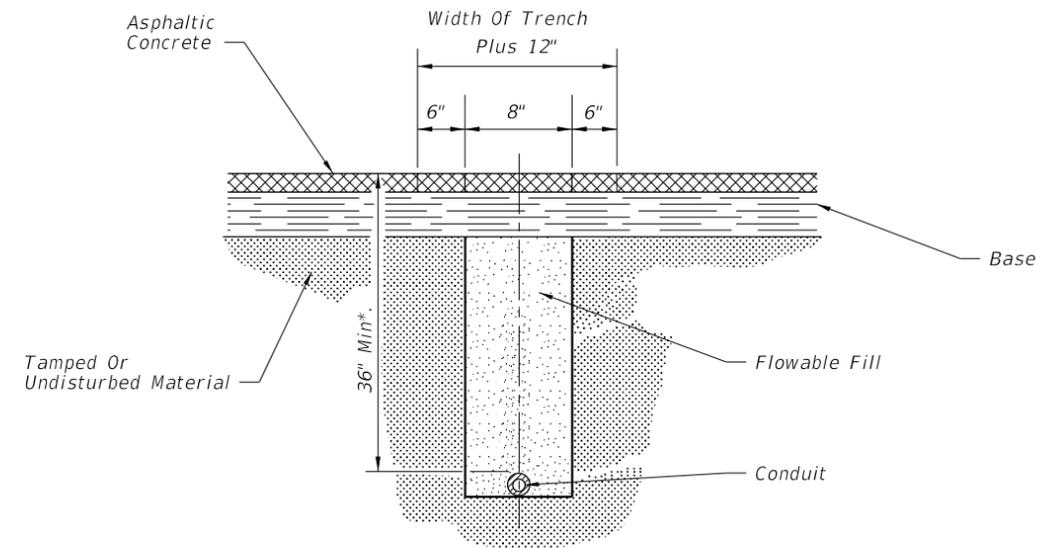
FOR USE IN ASPHALT ROADWAY ADJACENT TO GUTTER WHEN PLACEMENT OUTSIDE OF THE PAVEMENT IS NOT FEASIBLE.

FIGURE B

Note:

1. Trench not to be open more than 250' at a time when construction area is subject to vehicular or pedestrian traffic.
2. Asphalt to be sawcut to leave neat lines at the pavement cut.
3. See note 3 Figure C.

\*May be adjusted due to field conditions upon approval of project engineer.

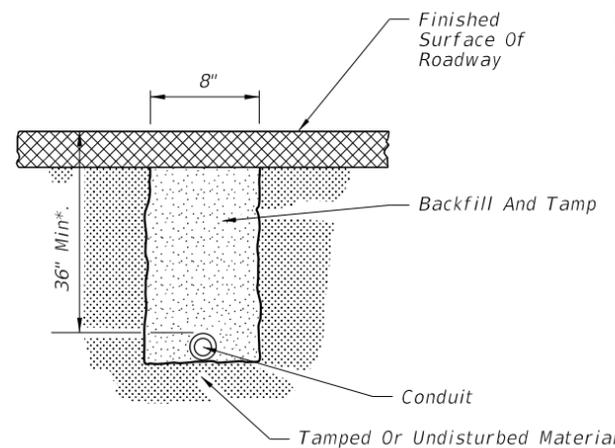


FOR USE IN INSTALLING CONDUIT UNDER EXISTING ASPHALT PAVEMENT NOT ADJACENT TO GUTTER WHEN JACKING OR DIRECT BORING IS NOT FEASIBLE.

FIGURE C

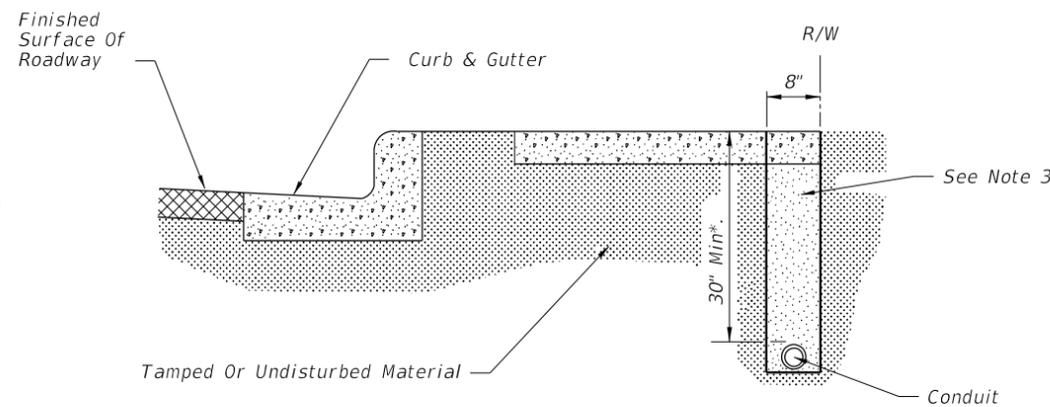
Note:

1. Rigid conduit must be used when jacking under existing pavement at 36" minimum depth.
2. Asphalt to be sawcut at the edges of the trench.
3. The removal and replacement of the additional pavement width (6") will not be required when the trench can be constructed without disturbing the asphalt surface on either side.



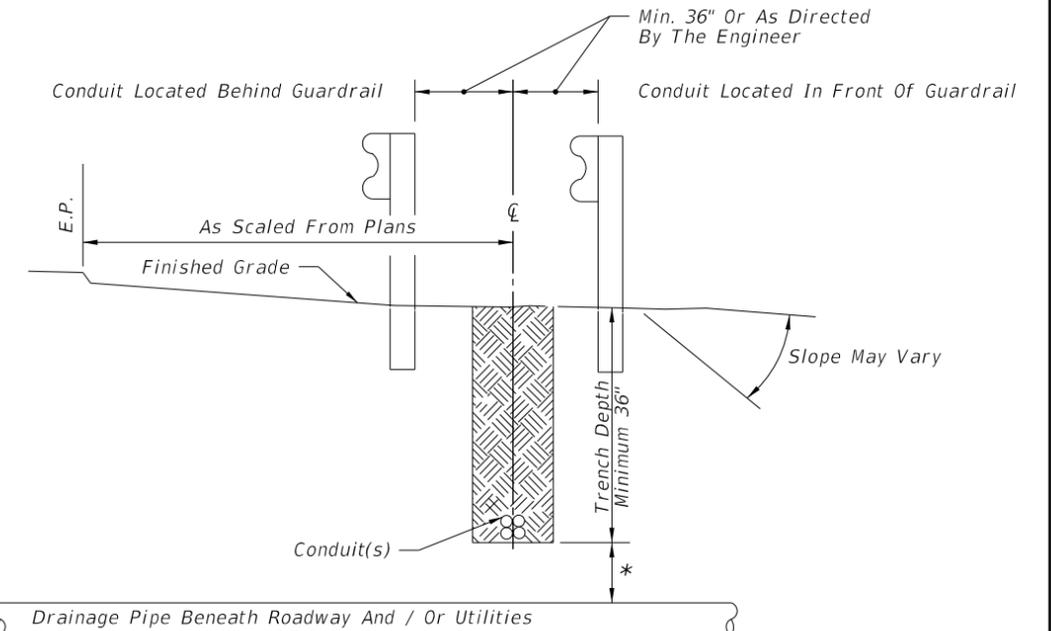
FOR USE INSTALLING CONDUIT UNDER A NEW ROADWAY PRIOR TO INSTALLATION OF BASE AND PAVEMENT

FIGURE D



FOR USE IN INSTALLING CONDUIT UNDER SIDEWALK

FIGURE E

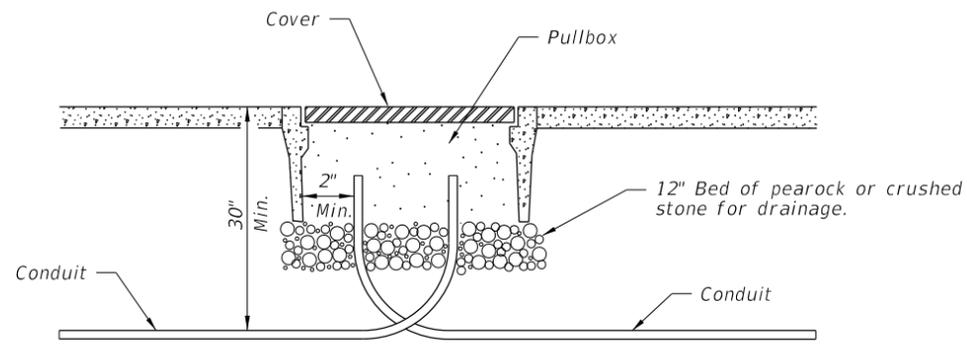


\* Maintain 12" Minimum Vertical Clearance When Crossing Over Pipe And / Or Utilities. If Minimum Vertical Clearance Cannot Be Maintained, Then Conduit Is To Be Routed Under Pipe Maintaining 12" Minimum Vertical Clearance.

FIGURE F

12/3/2015 11:47:18 AM

LAST REVISION	DESCRIPTION:
07/01/13	

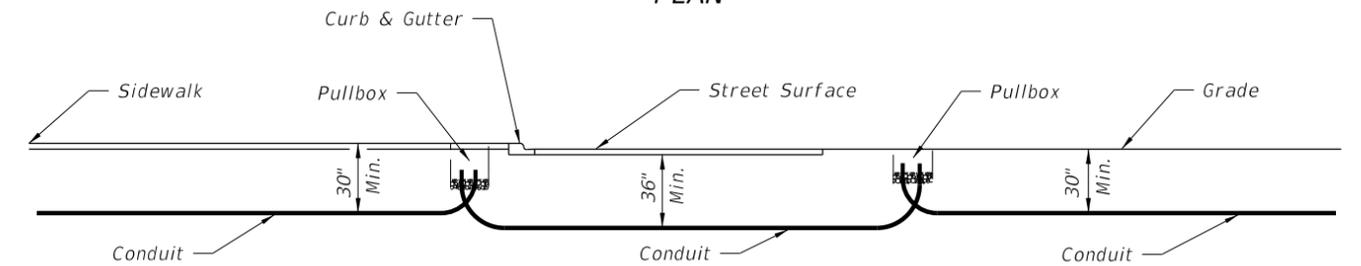


PULLBOX ENTRY OF CONDUIT UNDER SIDEWALKS

FIGURE A



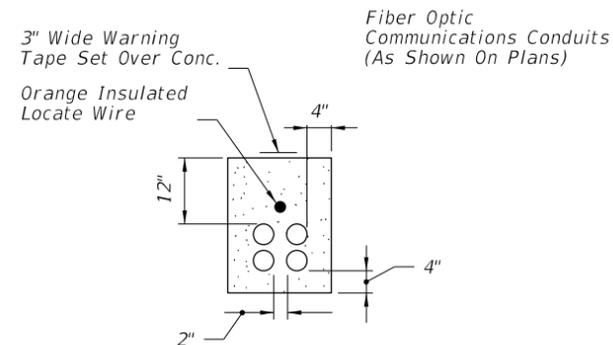
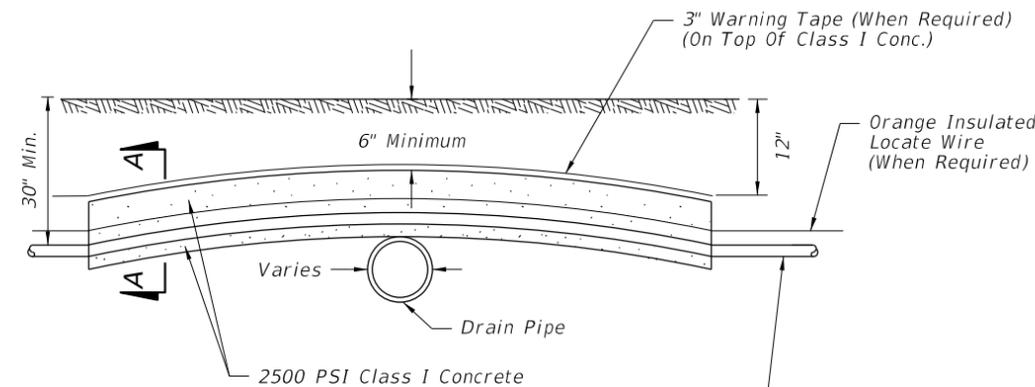
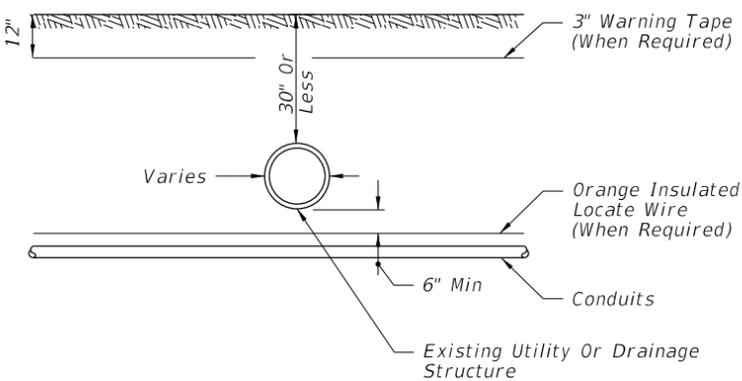
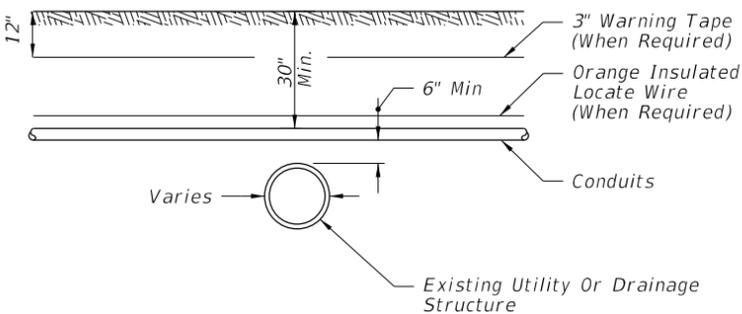
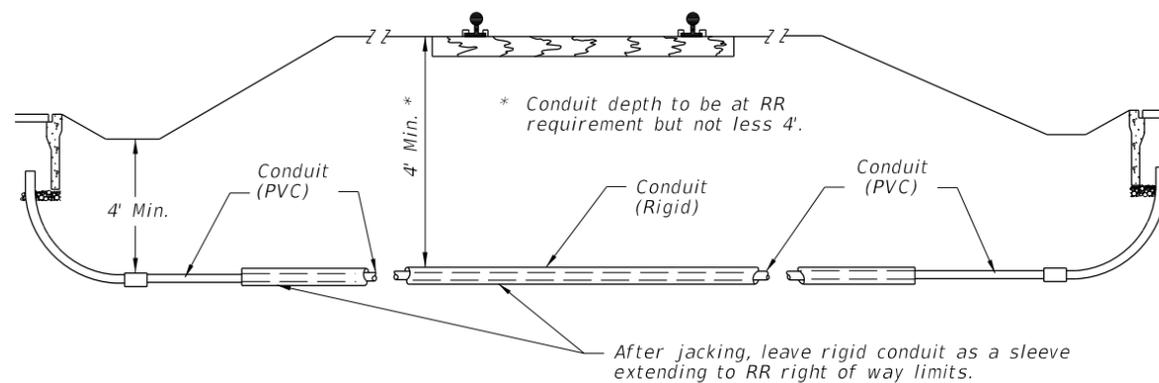
PLAN



SECTION

FIGURE B

FIGURE C  
FOR USE UNDER RAILROADS



SECTION AA

CONDUIT INSTALLATION DETAILS ACROSS EXISTING DRAIN PIPES OR UTILITIES

**GENERAL NOTES:**

1. The contractor, with approval from the Engineer, may adjust the final burial depth of the conduit(s) in order to transverse nonmovable object conflicts.
2. Backfill with excavated material and compact the soil until firm and unyielding. Remove rock and debris from backfill material.
3. Where conduits are to be installed over existing underground structures (e.g., drain pipes or utility lines) which are less than 30" deep, the contractor shall encase the conduit in 2500 PSI Class I concrete for the entire length of conduit that is installed at a depth of less than 30".
4. If the amount of cover over the encasement is less than 6", the contractor shall install the conduit to pass below the underground structures (e.g., drain pipes).

12/31/2015 11:47:20 AM

LAST REVISION	DESCRIPTION:
07/01/14	

**NOTES:**

1. Work with Index 17727 for grounding and span wire details. See the Plans for clamp spacing, cable sizes and forces, signals and sign mounting locations and details.

2. Shop Drawings:

This Index is considered fully detailed, only submit shop drawings for minor modifications not detailed in the Plans.

3. Materials:

Split-lock washers and self-locking nuts are not permitted

A. Strain Pole and Backing Rings:

- a. Less than 3/16": ASTM A1011 Grade 50, 55, 60 or 65
- b. Greater than or equal to 3/16": ASTM A572 Grade 50, 55, 60 or 65
- c. ASTM A595 Grade A (55 ksi yield) or Grade B (60 ksi yield)

B. Steel Plates: ASTM A36

C. Weld Metal: E70XX

D. Bolts, Nuts and Washers:

- a. High Strength Bolts: ASTM A325 Type 1
- b. Nuts: ASTM A563 Grade DH Heavy-Hex
- c. Washers: ASTM F436 Type 1, one under turned element

E. Anchor Bolts, Nuts and Washers:

- a. Anchor Bolts: ASTM F1554 Grade 55
- b. Nuts: ASTM A563 Grade A Heavy-Hex (5 per anchor bolt)
- c. Plate Washers: ASTM A36 (2 per bolt)

F. Handhole Frame: ASTM A709 or ASTM A36, Grade 36

G. Handhole Cover: ASTM A1011 Grade 50, 55, 60 or 65

H. Aluminum Pole Caps and Nut Covers: ASTM B26 (319-F)

I. Stainless Steel Screws: AISI Type 316

J. Threaded Bars/Studs: ASTM A36 or ASTM A307

K. Concrete: Class IV (Drilled Shaft) for all environmental classifications.

L. Reinforcing Steel: Specification Section 415

4. Fabrication:

A. Pole Taper: Change diameter at a rate of 0.14 inches per foot.

B. Upright splices are not allowed. Transverse welds are only permitted at the base.

C. Provide bolt hole diameters as follows:

- a. Bolts (except Anchor Bolts): Bolt diameter plus 1/16", prior to galvanizing.
- b. Anchor Bolts: Bolt diameter plus 1/2", maximum.

D. Locate handhole 180° from 2" wire entrance pipe.

E. Identification Tag: (Submit details for approval.)

- a. 2"x 4" (Max.) aluminum identification tag.
- b. Locate on the inside of the pole and visible from the handhole.
- c. Secure to pole with 1/8" diameter stainless steel rivets or screws.
- d. Include the following information on the ID Tag:
  - 1. Financial Project ID
  - 2. Pole Type
  - 3. Pole height
  - 4. Manufacturers' Name
  - 5. Fy of Steel
  - 6. Base Wall Thickness

F. Provide a 'J' or 'C' hook at the top of the pole for signal wiring support (See Sheet 3).

G. Perform all welding in accordance with Specification Section 460-6.4.

H. Hot Dip Galvanize after fabrication.

5. Coatings:

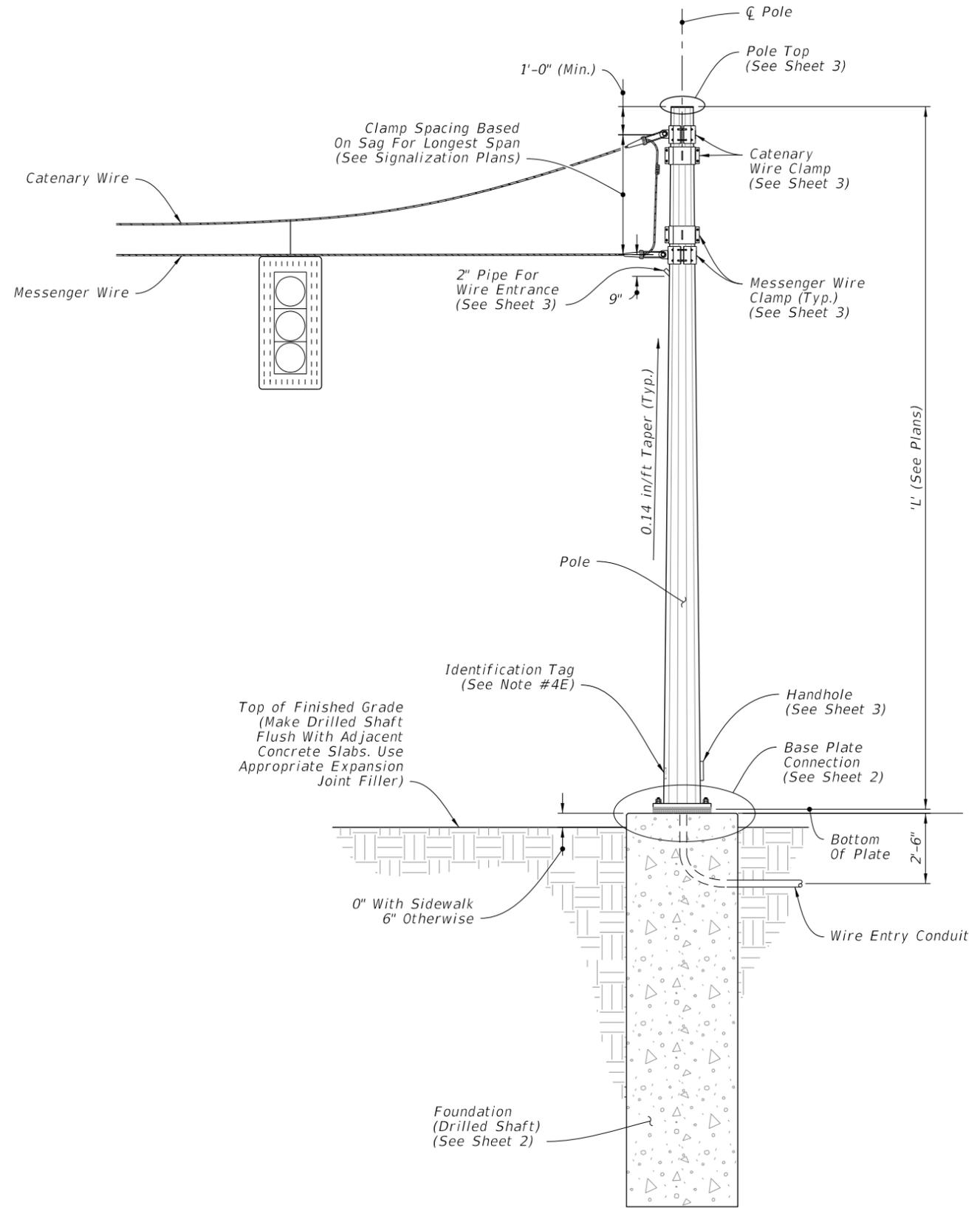
A. All Nuts, Bolts, Washers and Threaded Bars/Studs: ASTM F2329

B. All other steel items ASTM A123

6. Construction:

A. Foundation: Specification Section 455, except that payment is included in the cost of the strain pole.

B. After installation, place wire screen between top of foundation and bottom of baseplate in accordance with Specification Section 649-6.

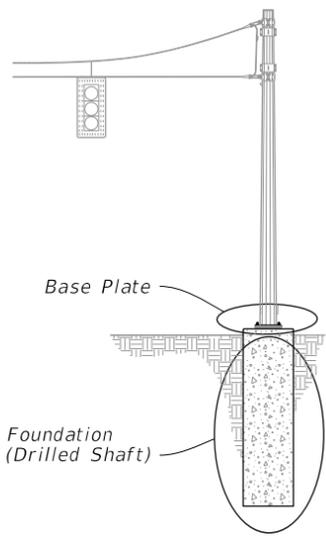


STRAIN POLE ASSEMBLY

ELEVATION AND NOTES

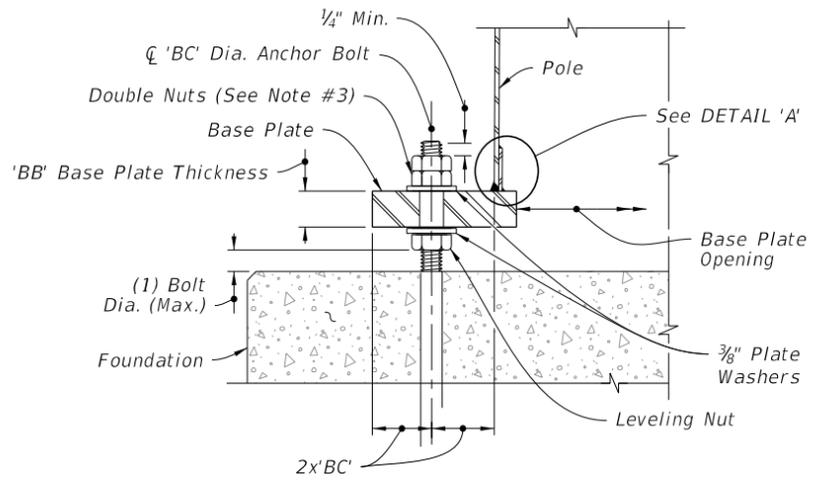
12/3/2015 11:47:20 AM

LAST REVISION 07/01/15	REVISION	DESCRIPTION:	 <b>FY 2016-17 DESIGN STANDARDS</b>	<b>STEEL STRAIN POLE</b>	INDEX NO. 17723	SHEET NO. 1 of 3
---------------------------	----------	--------------	--	--------------------------	--------------------	---------------------

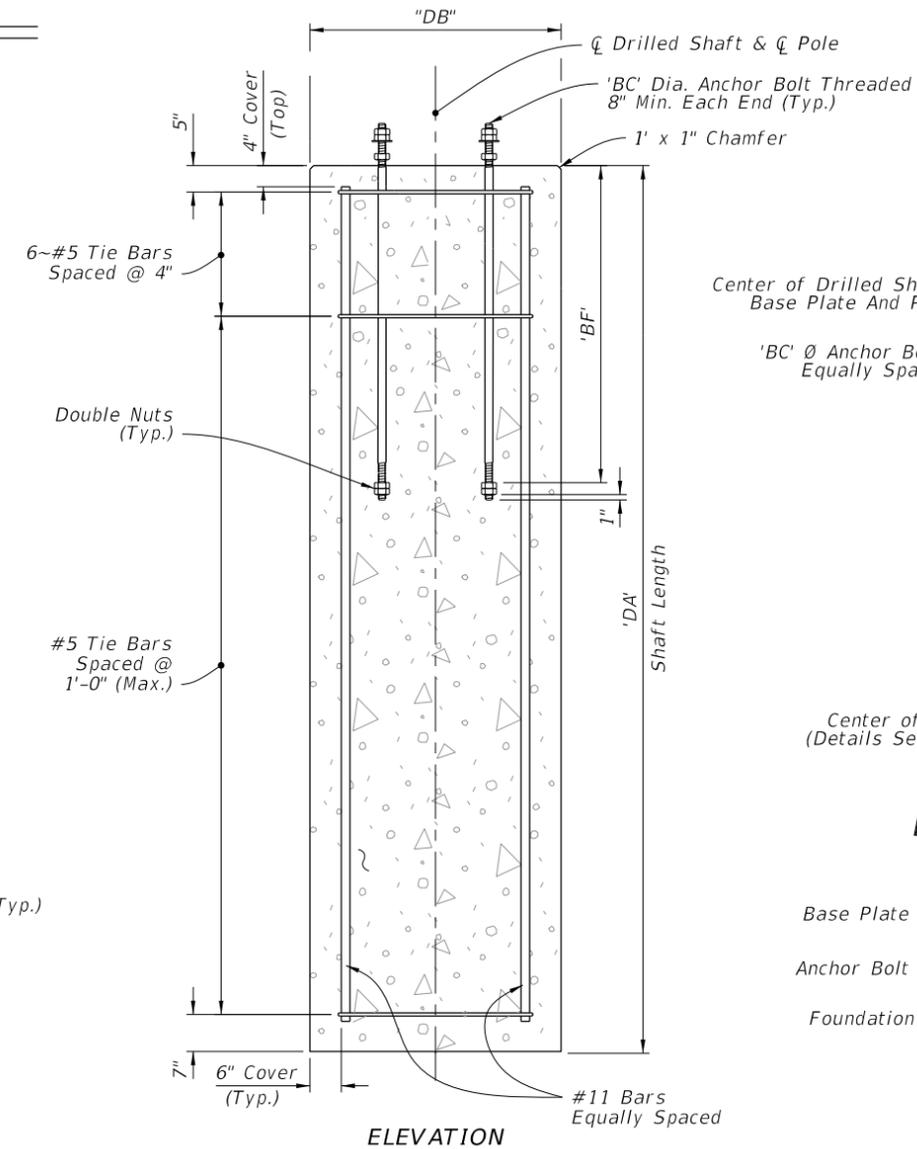


POLE ASSEMBLY

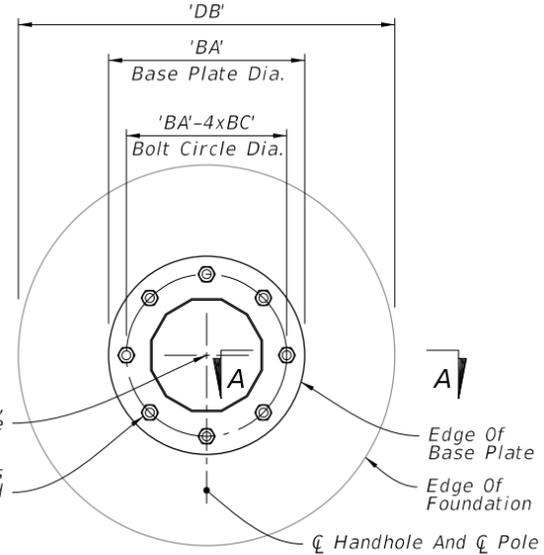
POLE TYPE	MAXIMUM ALLOWABLE MOMENT (kip-ft)	POLE		BASE CONNECTION						SHAFT	
		J (in)	K (in)	No. of Bolts	BA (in)	BB (in)	BC (in)	BF (in)	DA (FT)	DB (FT)	No. of #11 Bars
PS-IV	95.4	0.250	14	8	25	2.50	1 3/8	60	14	4	14
PS-V	158.9	0.313	16	10	28	2.50	1 1/2	60	15	4	14
PS-VI	203.6	0.313	18	12	30	2.50	1 1/2	60	16	4	14
PS-VII	280.3	0.313	21	14	33	2.50	1 1/2	60	16	4.5	16
PS-VIII	338.0	0.313	23	16	35	2.50	1 1/2	60	17	4.5	16
PS-IX	400.9	0.313	25	12	39	3.00	1 3/4	60	17	5	18
PS-X	469.1	0.313	27	14	41	3.00	1 3/4	60	18	5	18



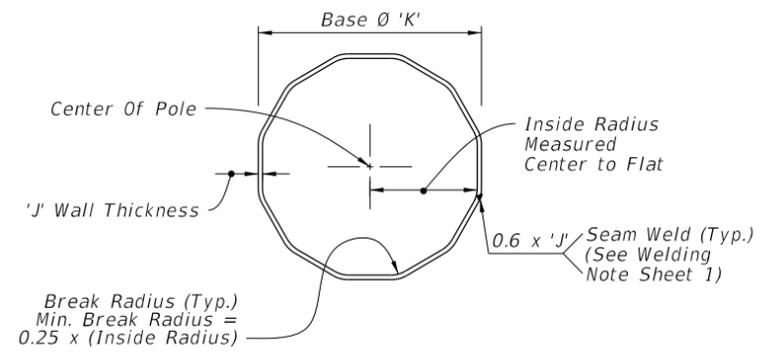
SECTION A-A



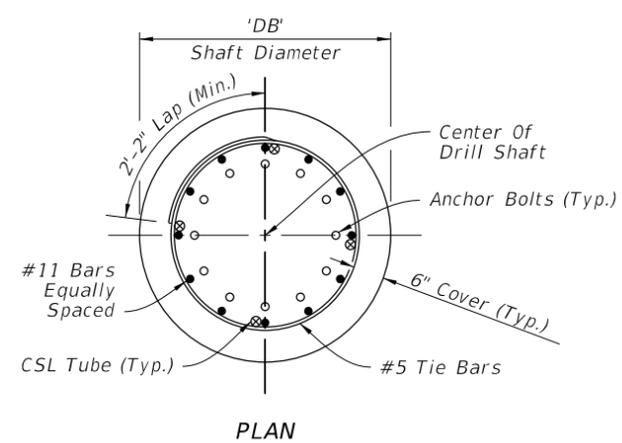
ELEVATION



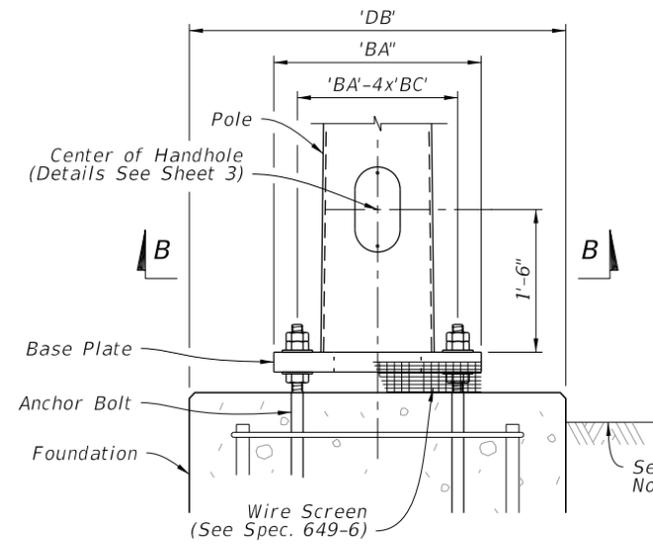
PLAN



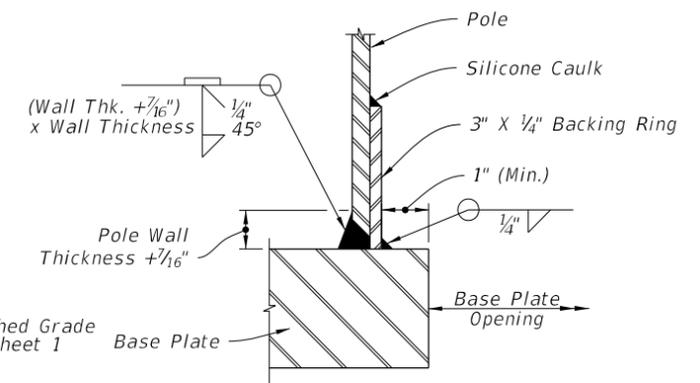
SECTION B-B



PLAN



ELEVATION



JOINT WELD DETAIL

FOUNDATION

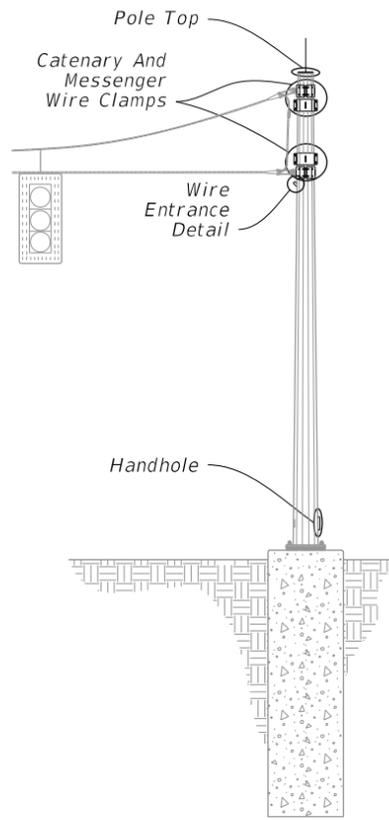
BASE PLATE

DETAIL 'A'

FOUNDATON AND BASE DETAILS

12/3/2015 11:47:28 AM

LAST REVISION 07/01/15	REVISION	DESCRIPTION:		FY 2016-17 DESIGN STANDARDS	STEEL STRAIN POLE	INDEX NO. 17723	SHEET NO. 2 of 3

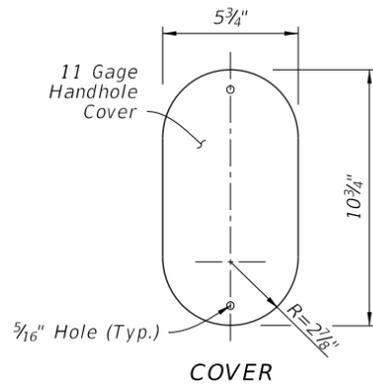


POLE ASSEMBLY

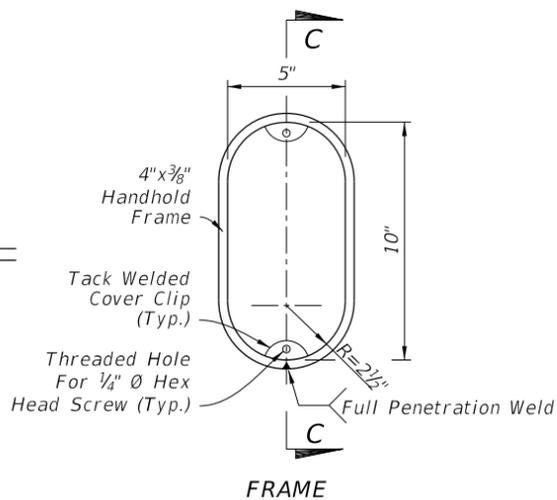
NOTES:

1. Clamps have been sized for Design Cable Loads shown in the Clamp Thickness Table, and a Maximum Pole Diameter at the Clamp location of 2'-1". Use one clamp per cable.
2. Install a properly sized Weather Head, fastened securely to the standard pipe for each pole location. At locations other than the wire entrance, the Weather Head face is to be left closed to outside atmosphere. Wire entrance installed per Index 17727.
3. Any combination of Option 'a' or 'b' may be used provided both lifting and wiring is accommodated.

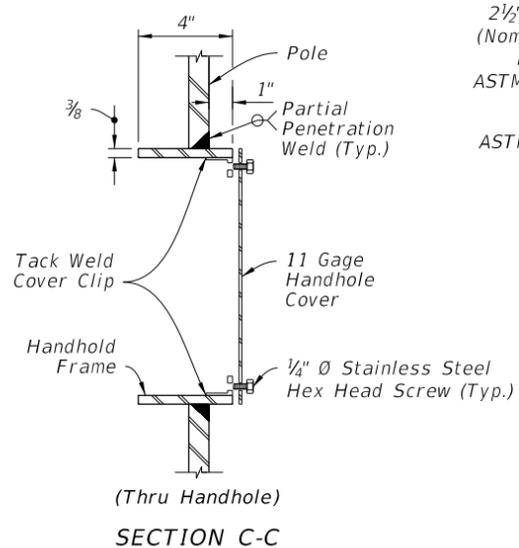
CLAMP THICKNESS TABLE		
Cable Diameter (in.)	Minimum Breaking Strength (kip)	Plate Thickness (in.)
1/2	25	1
7/16	18	7/8
3/8	11.5	3/4
1/4	3.15	3/8



COVER

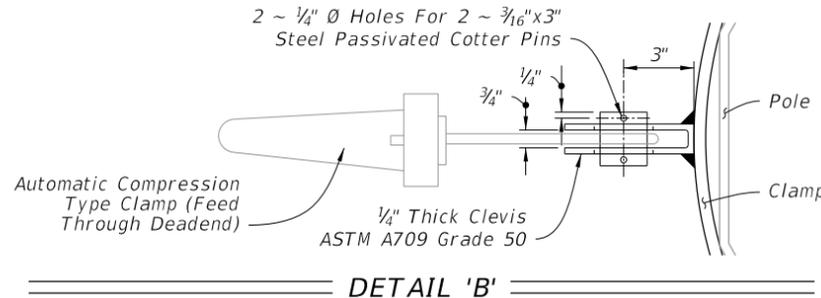


FRAME

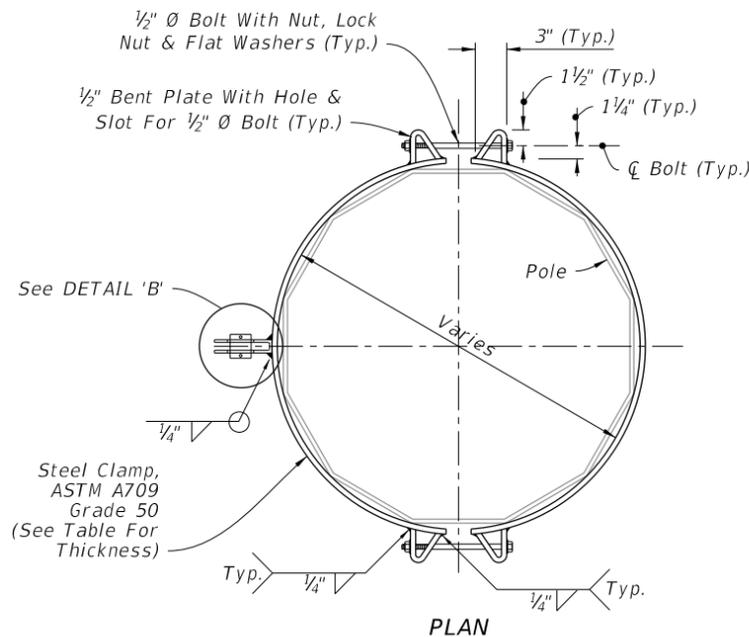


SECTION C-C

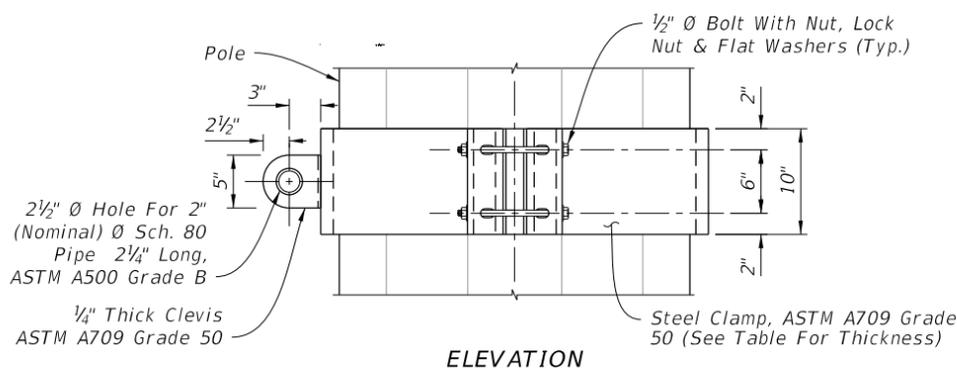
HANDHOLE



DETAIL 'B'

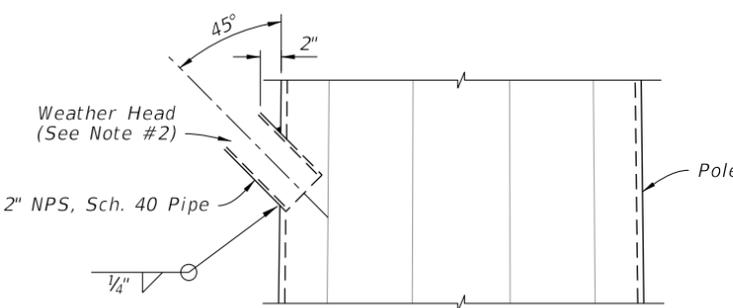


PLAN

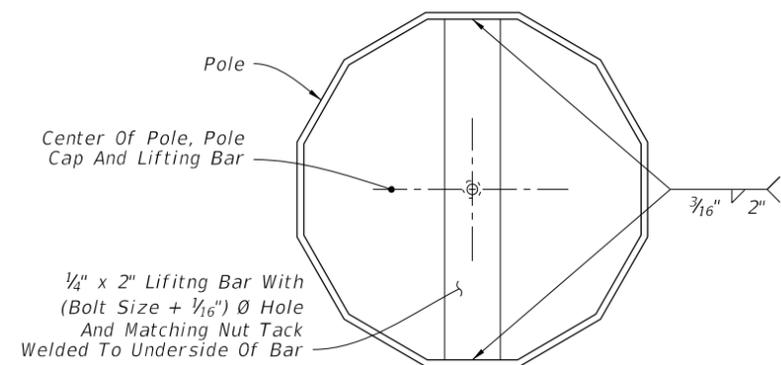
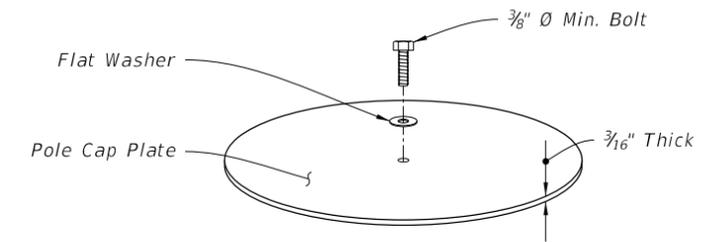


ELEVATION

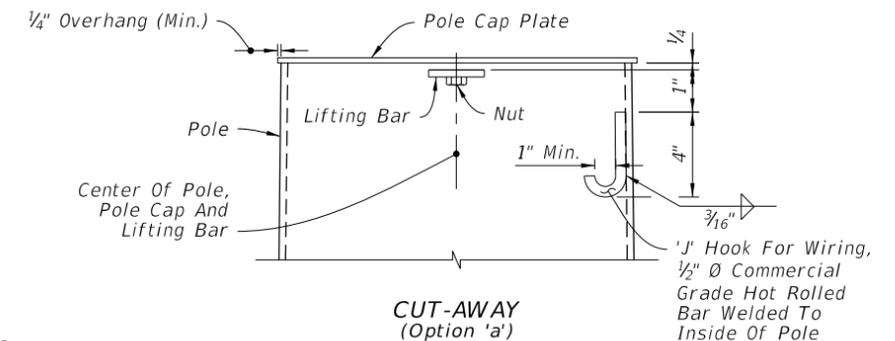
CATENARY AND MESSENGER WIRE CLAMPS



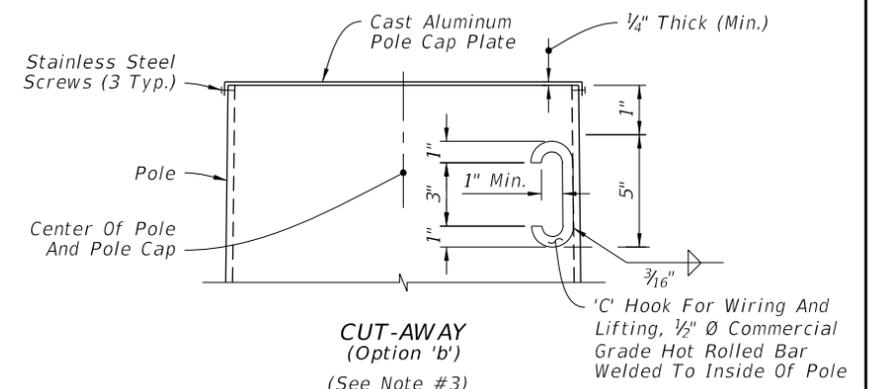
WIRE ENTRANCE DETAIL



TOP VIEW



CUT-AWAY (Option 'a')



CUT-AWAY (Option 'b') (See Note #3)

POLE TOP

ATTACHMENT DETAILS

11:47:29 AM  
12/3/2015

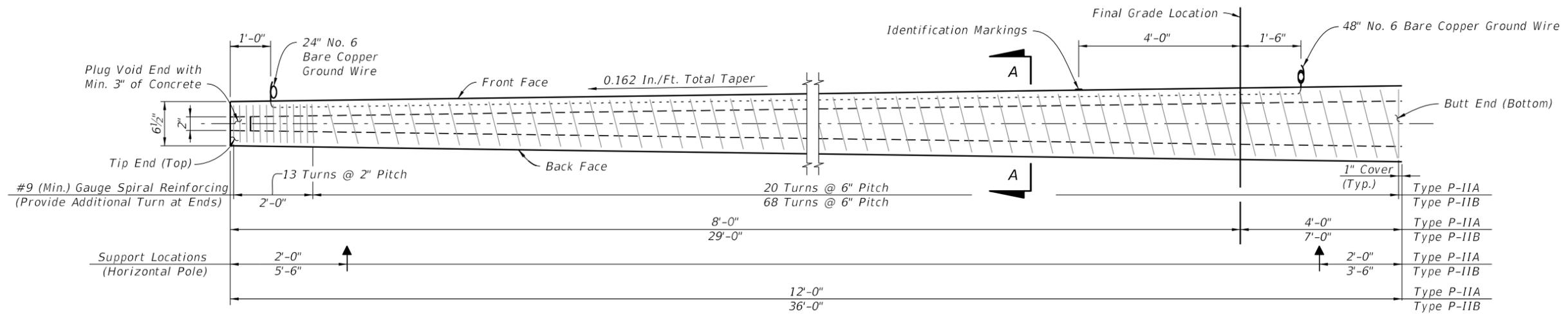
LAST REVISION	DESCRIPTION:
07/01/15	

**GENERAL NOTES:**

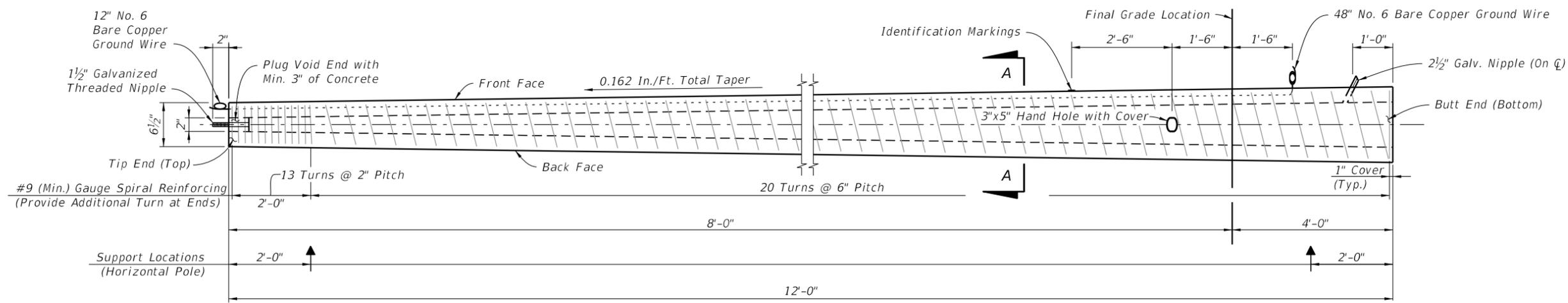
1. Work these Index drawings with the Strain Pole Schedule in the Plans.
2. Shop Drawings: This Design Standard is considered fully detailed and no shop drawings are necessary. Submit shop drawings for minor modifications not detailed in the plans.
3. Materials:
  - A. Concrete: Class V Special or Class VI
  - B. Prestress Strands & Spiral Reinforcing: Specification Section 641
  - C. Hand and coupler cover plates: Non-corrosive material
  - D. Screws: Round headed, chrome plated
4. Fabrication:
  - A. Pole Taper for pole width, strands, reinforcing and void: 0.081 in/ft per face.
  - B. Concrete Cover: 1" minimum
  - C. Spiral Reinforcing: As shown, plus one turn for splices and two turns at both the tip and butt ends of the pole.
  - D. The design dimensions for Front Face (FF) and Back Face (BF) of the poles may vary transversely from the section shown by  $\pm \frac{1}{4}$ " to assist with removal from forms. Balance addition and subtraction of the face widths to maintain section areas shown.
  - E. Tie ground wires to the interior of reinforcing steel to prevent displacement during concreting operations.
  - F. Cut the tip end of the prestressed strand first or simultaneously with the butt end.
  - G. Provide cover plates and screws for hand hole and couplers. Attach cover plates to the poles using lead anchors or embedded threaded inserts.
  - H. Provide Aluminum Identification Tags on the poles with the following information:
    - a. Financial Project ID.
    - b. Pole Manufacturer
    - c. Standard Pole Type Number
    - d. Pole Length (L)
5. Support locations are for strand release, storage, lifting and transport. Keep BF oriented downward until final erection.
6. Pick-up and support locations shown may vary within a tolerance of  $\pm 3$ ".
7. Two point attachment: provide an eye bolt hole for the messenger wire.
8. Tether Wire: When required, field-drill the eyebolt hole prior to installation

12/3/2015 11:47:35 AM

LAST REVISION 07/01/15	REVISION	DESCRIPTION:	 <b>FY 2016-17</b> <b>DESIGN STANDARDS</b>	<b>CONCRETE POLES</b>	INDEX NO. <b>17725</b>	SHEET NO. <b>1 of 8</b>
------------------------------	----------	--------------	---	-----------------------	------------------------------	-------------------------------



**SERVICE POLE P-IIA (12 Ft.) & P-IIB (36 Ft.) ELEVATION**  
(Strands Not Shown)



**PEDESTAL POLE P-IIC (12 Ft.) ELEVATION**  
(Strands Not Shown)

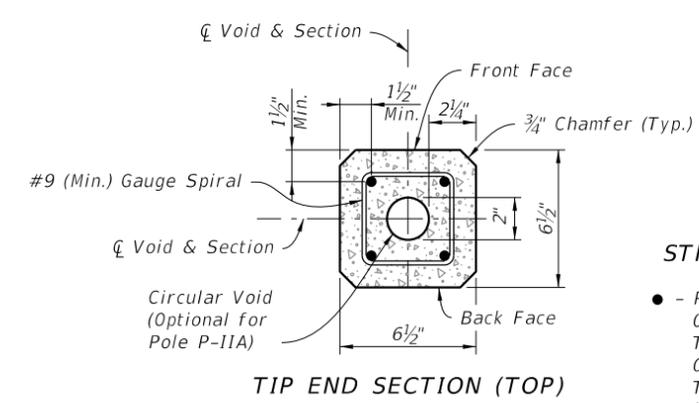
**NOTES:**

Strands shown are continuous from Tip End to Butt End.

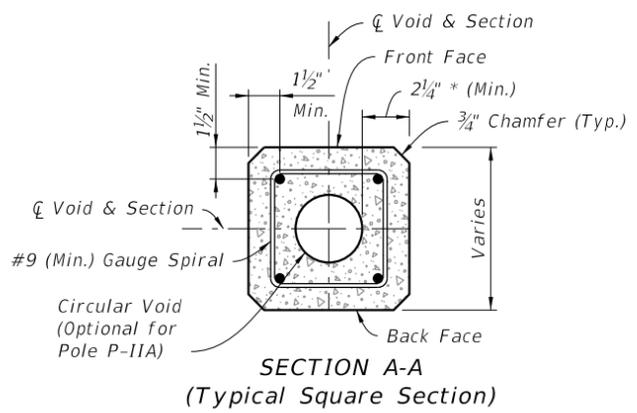
Elevation view scale is exaggerated vertically for clarity.

For final erection, tilt pole upright with single point attachment located a distance of 4 Ft. (for P-IIA & P-IIC) or 10 Ft. (for P-IIB) from the Tip End.

\* Dimension may vary from 2 1/4" to 3 1/2" to accommodate smaller radius of optional stepped (PVC) void. The void diameter shall not be less than 2".



**TIP END SECTION (TOP)**



**SECTION A-A**  
(Typical Square Section)

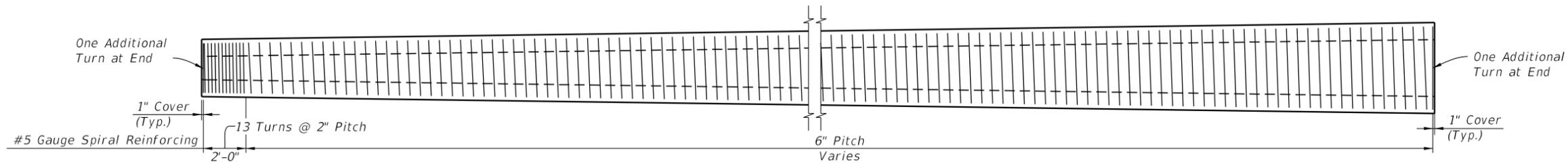
**STRAND LEGEND**

- Prestressed Strand:  
0.5 in. ~ 24 kips Before Transfer or  
0.375 in. ~ 14 kips Before Transfer  
(4 strands total)

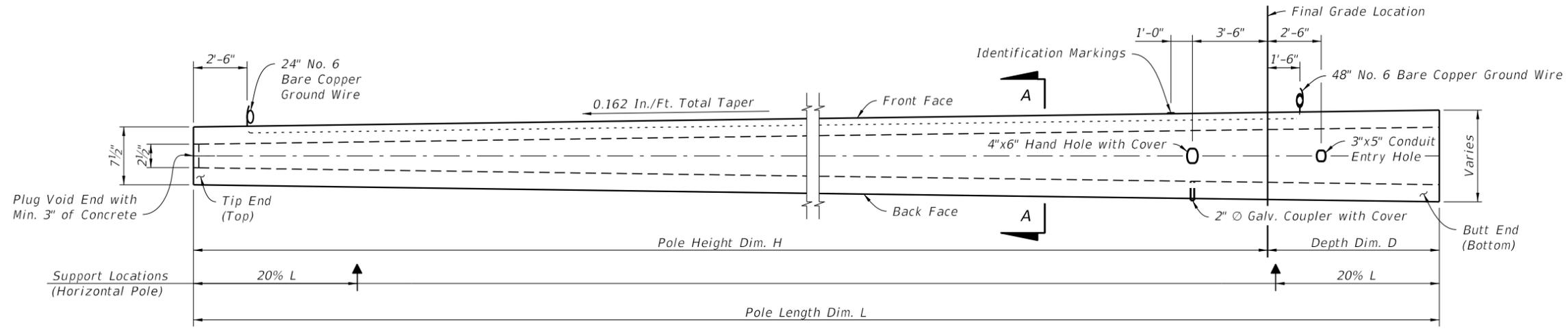
**SERVICE AND PEDESTAL POLE TYPE P-II**

12/3/2015 11:47:36 AM

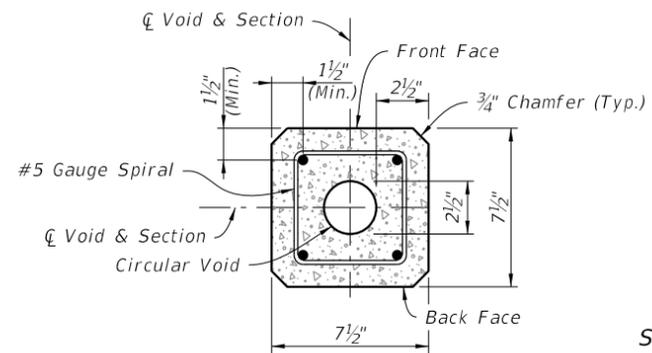
LAST REVISION <b>07/01/15</b>	REVISION	DESCRIPTION:	<b>FY 2016-17 DESIGN STANDARDS</b>	<b>CONCRETE POLES</b>	INDEX NO. <b>17725</b>	SHEET NO. <b>2 of 8</b>
----------------------------------	----------	--------------	--	-----------------------	---------------------------	----------------------------



**SPIRAL REINFORCING ELEVATION**  
(Strands, Holes, and Fixtures Not Shown)

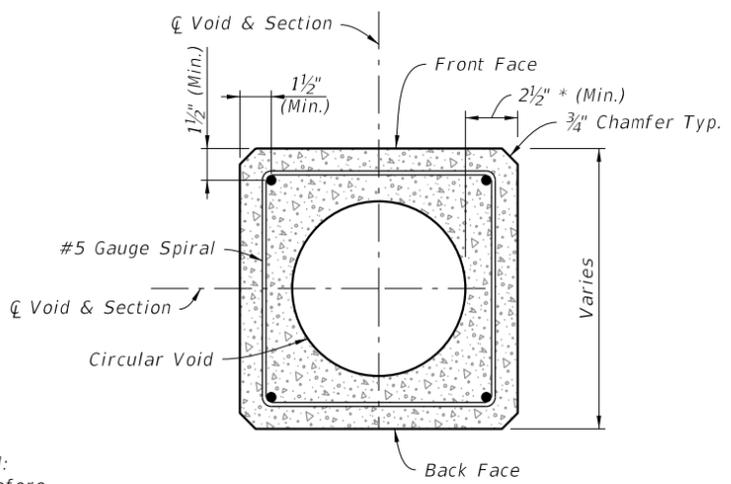


**POLE ELEVATION**  
(Strands and Reinforcing Not Shown)  
(See Design Standard Index 17900 and Specification 744 for Modifications to Type P-III Poles Used at Traffic Monitoring Sites)



**TIP END SECTION (TOP)**

**STRAND LEGEND**  
● - Prestressed Strand:  
0.5 in. ~ 31 kips Before Transfer (4 strands total)



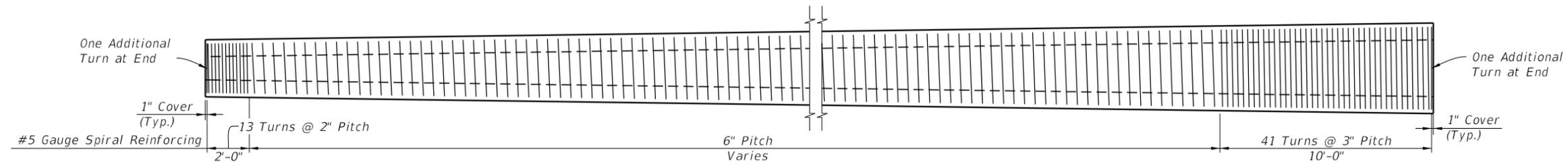
**SECTION A-A**  
(Typical Square Section)

**NOTES:**  
Strands shown are continuous from Tip End to Butt End.  
Elevation view scale is exaggerated vertically for clarity.  
For final erection, tilt pole upright with single point attachment located a distance 33.3% L from Tip End.  
\* Dimension may vary from 2 1/2" to 3 3/4" to accommodate smaller radius of optional stepped (PVC) void. The void diameter shall not be less than 2 1/2".

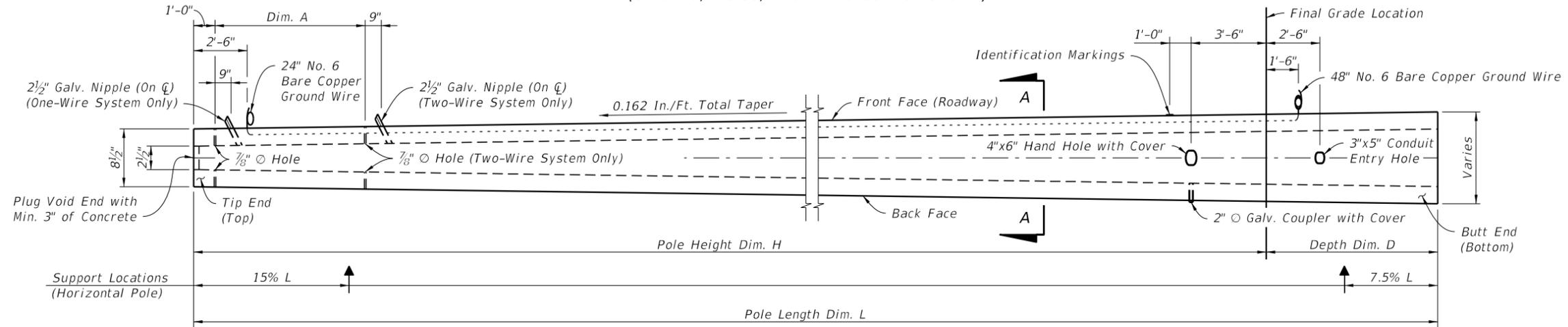
**LIGHTING AND TRAFFIC MONITORING POLES TYPE P-III**

12/3/2015 11:47:37 AM

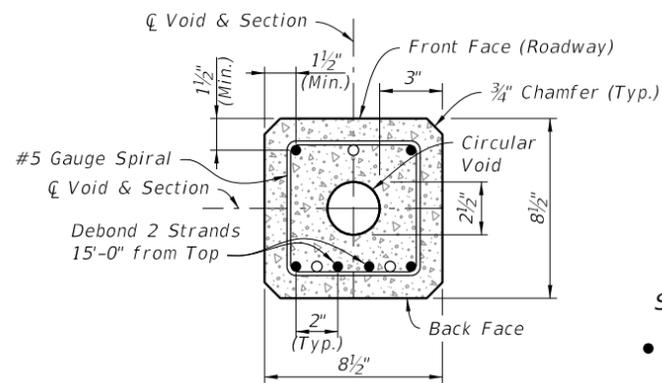
LAST REVISION 07/01/15	DESCRIPTION:		FY 2016-17 DESIGN STANDARDS	CONCRETE POLES	INDEX NO. 17725	SHEET NO. 3 of 8
REVISION						



**SPIRAL REINFORCING ELEVATION**  
(Strands, Holes, and Fixtures Not Shown)



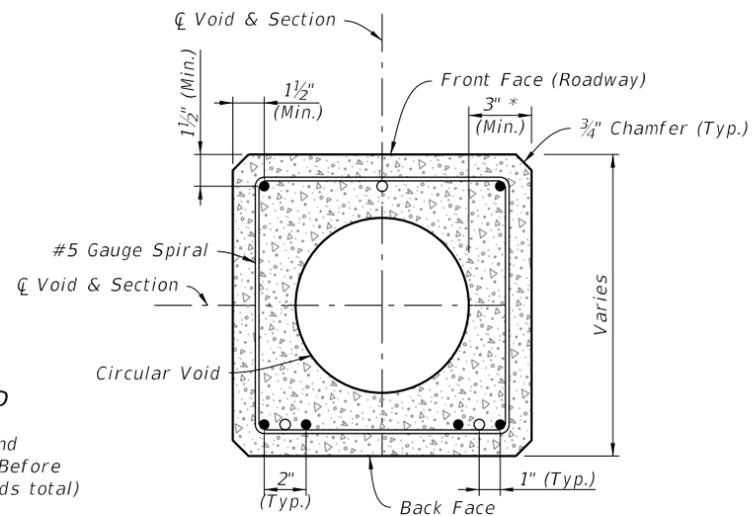
**POLE ELEVATION**  
(Strands and Reinforcing Not Shown)



**TIP END SECTION (TOP)**  
(For Dormant Strand Locations See Section A-A)

**STRAND LEGEND**

- - Prestressed Strand  
0.5 in. ~ 31 kips Before Transfer (6 strands total)
- - Dormant Strand  
0.5 in. (3 strands total)  
One 24" Splice Allowed Per Strand



**SECTION A-A**  
(Typical Square Section)

**NOTES:**

Strands shown are continuous from Tip End to Butt End.

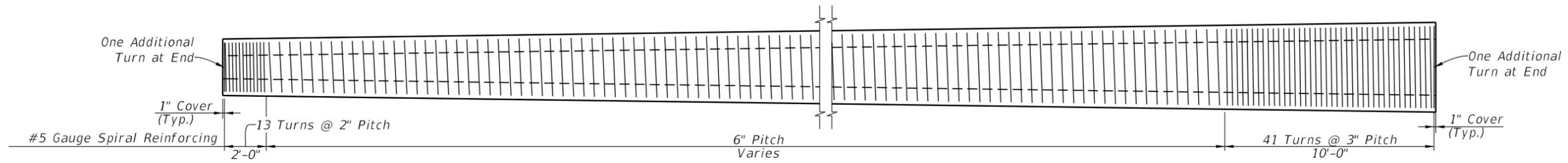
Elevation view scale is exaggerated vertically for clarity.

For final erection, tilt pole upright with single point attachment located a distance 20% L from the Tip End.

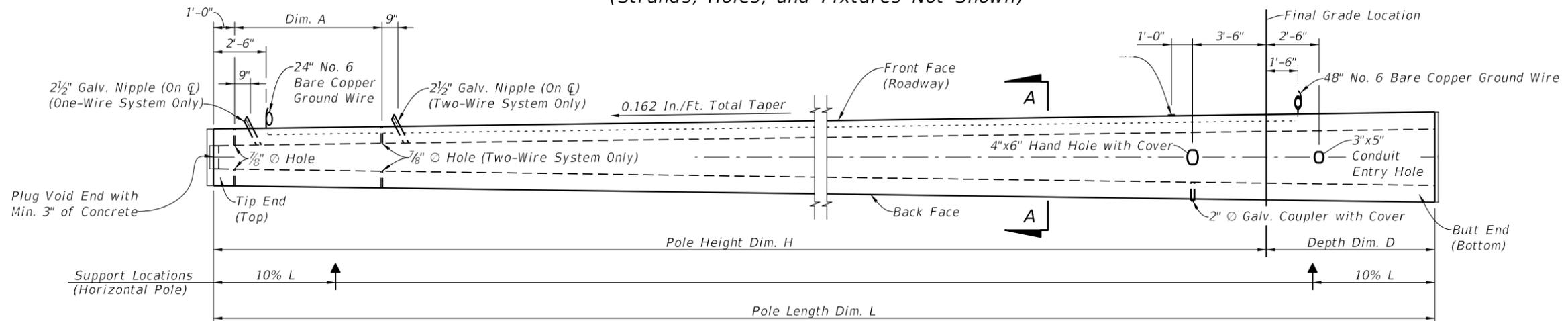
\* Dimension may vary from 3" to 4 1/4" to accommodate smaller radius of optional stepped (PVC) void. The void diameter shall not be less than 2 1/2".

12/3/2015 11:47:38 AM

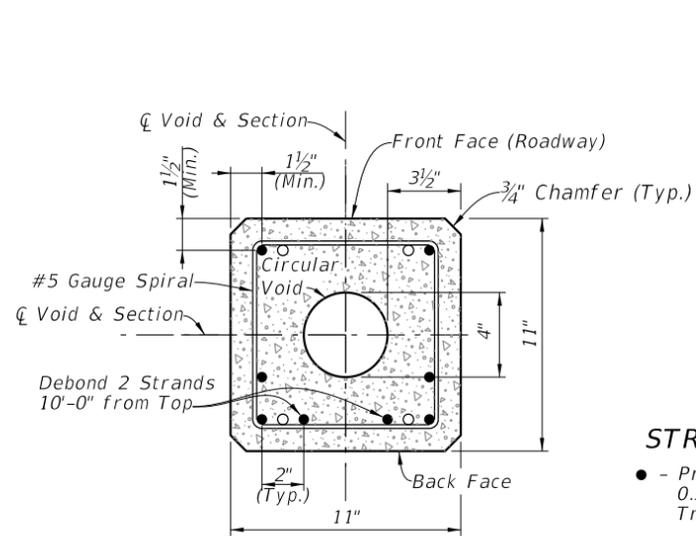
LAST REVISION 07/01/14	REVISION	DESCRIPTION:	<b>FY 2016-17 DESIGN STANDARDS</b>	<b>CONCRETE POLES</b>	INDEX NO. <b>17725</b>	SHEET NO. <b>4 of 8</b>
---------------------------	----------	--------------	--	-----------------------	---------------------------	----------------------------



**SPIRAL REINFORCING ELEVATION**  
(Strands, Holes, and Fixtures Not Shown)



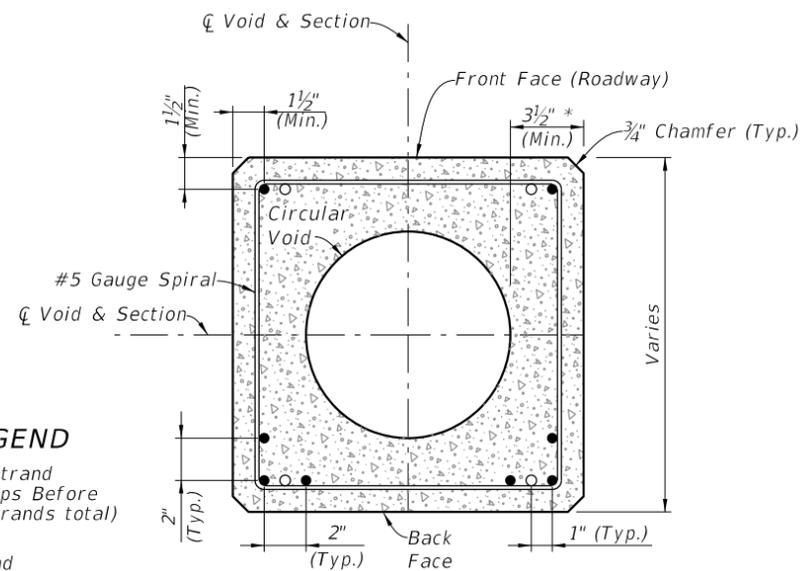
**POLE ELEVATION**  
(Strands and Reinforcing Not Shown)



**TIP END SECTION (TOP)**  
(For Dormant Strand Locations, See Section A-A)

**STRAND LEGEND**

- - Prestressed Strand  
0.5 in. ~ 31 kips Before Transfer (8 strands total)
- - Dormant Strand  
0.5 in. (4 strands total)  
One 24" Splice Allowed Per Strand



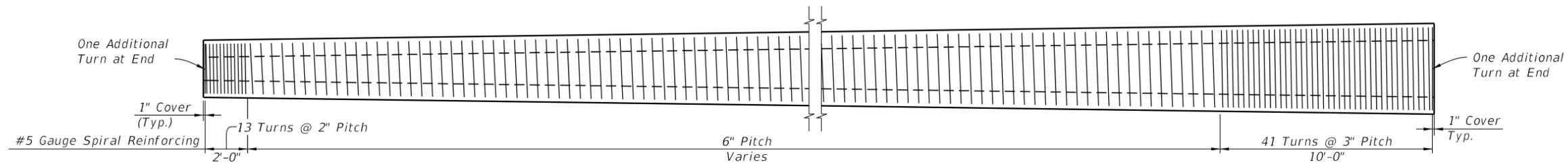
**SECTION A-A**  
(Typical Square Section)

**NOTES:**

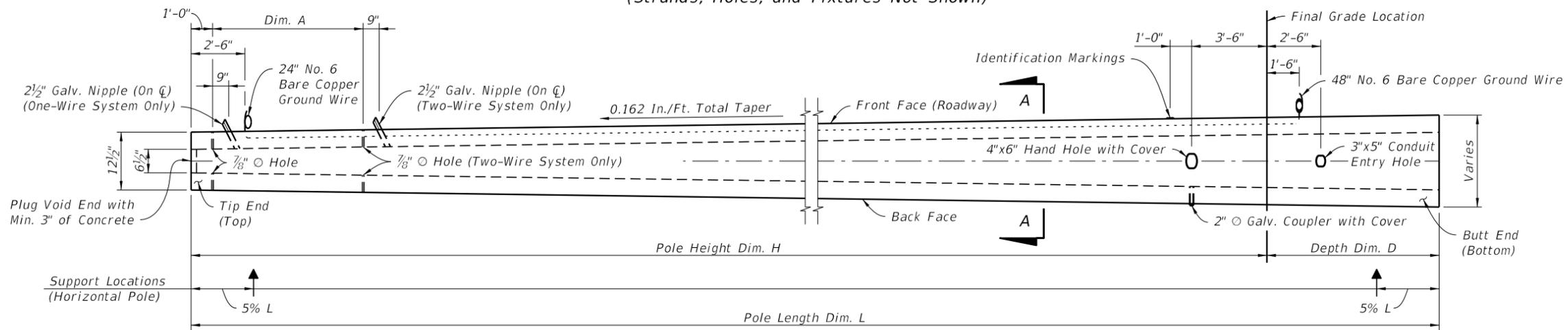
- Strands shown are continuous from Tip End to Butt End.
- Elevation view scale is exaggerated vertically for clarity.
- For final erection, tilt pole upright with single point attachment located a distance 12.5% L from the Tip End.
- \* Dimension may vary from 3 1/2" to 4 3/4" to accommodate smaller radius of optional stepped (PVC) void. The void diameter shall not be less than 4".

12/3/2015 11:47:39 AM

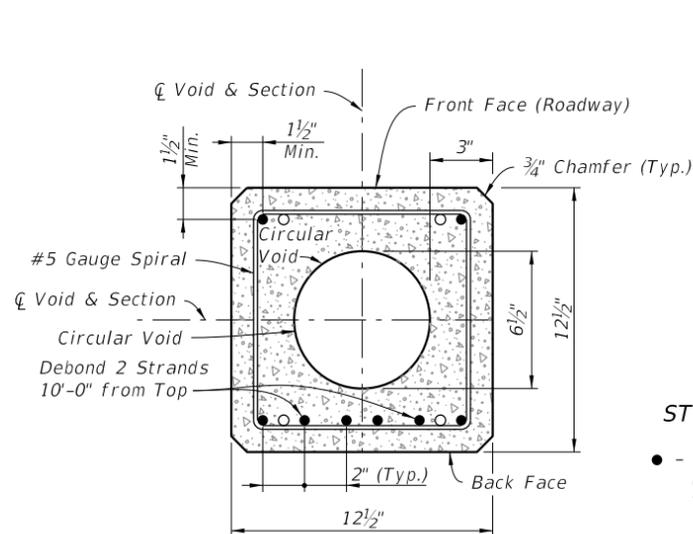
LAST REVISION 07/01/15	DESCRIPTION:
---------------------------	--------------



**SPIRAL REINFORCING ELEVATION**  
(Strands, Holes, and Fixtures Not Shown)



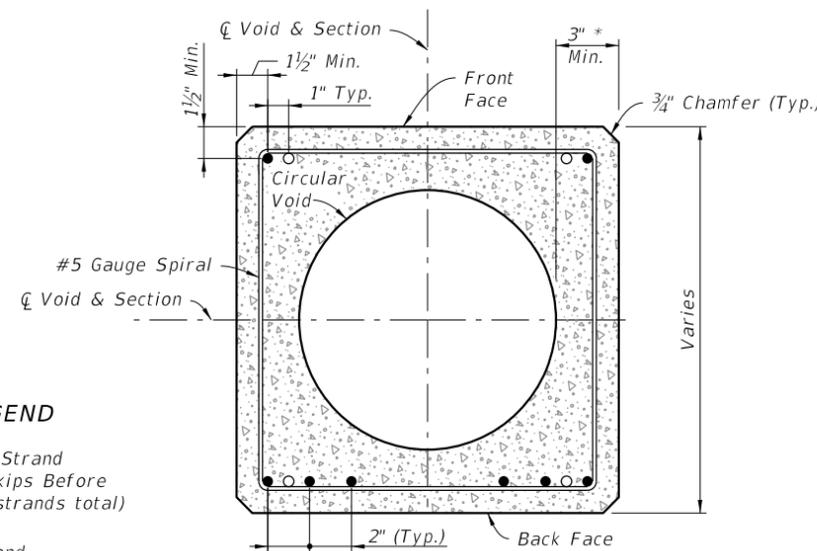
**POLE ELEVATION**  
(Strands and Reinforcing Not Shown)



**TIP END SECTION (TOP)**  
(For Dormant Strand Locations, See Section A-A)

**STRAND LEGEND**

- - Prestressed Strand  
0.5 in. ~ 31 kips Before Transfer (8 strands total)
- - Dormant Strand  
0.5 in. (4 strands total)  
One 24" Splice Allowed Per Strand



**SECTION A-A**  
(Typical Square Section)

**NOTES:**

Strands shown are continuous from Tip End to Butt End.

Elevation view scale is exaggerated vertically for clarity.

For final erection, tilt pole upright with single point attachment located a distance 10% L from Tip End.

\* Dimension may vary from 3" to 4 1/4" to accommodate smaller radius of optional stepped (PVC) void. The void diameter shall not be less than 6 1/2".

12/3/2015 11:47:40 AM

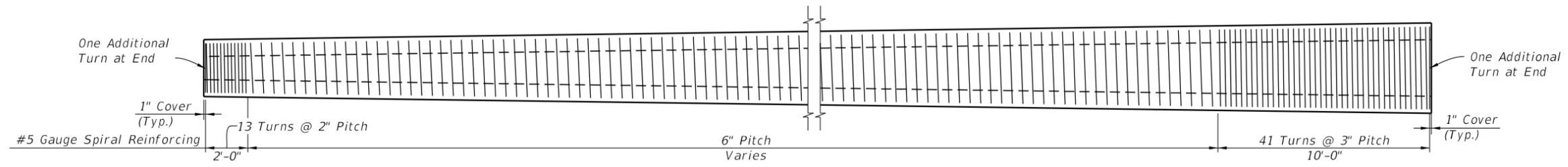
**STRAIN POLE TYPE P-VI**

LAST REVISION 07/01/15	DESCRIPTION:
---------------------------	--------------

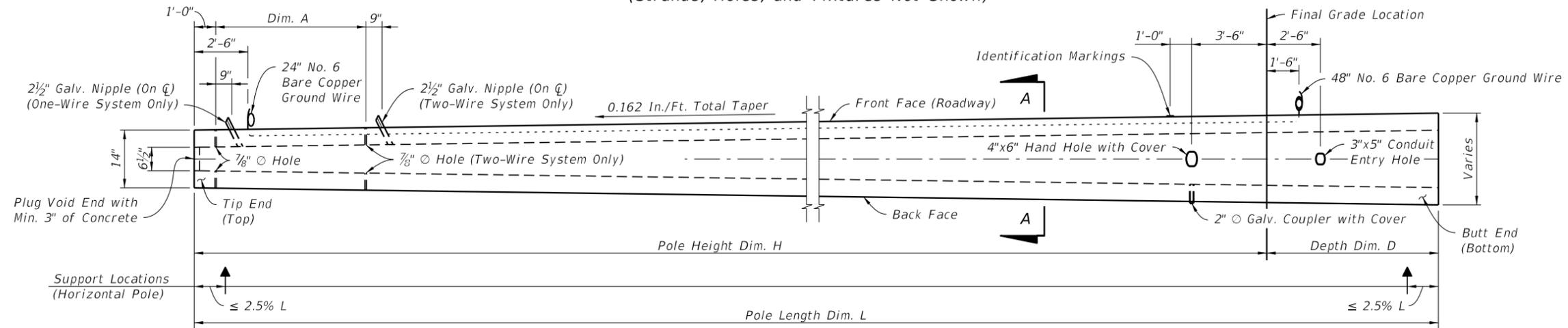


**CONCRETE POLES**

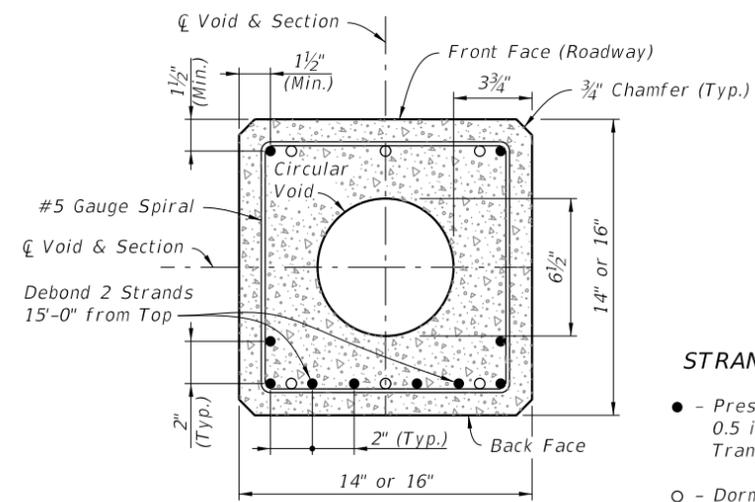
INDEX NO. 17725	SHEET NO. 6 of 8
--------------------	---------------------



**SPIRAL REINFORCING ELEVATION**  
(Strands, Holes, and Fixtures Not Shown)



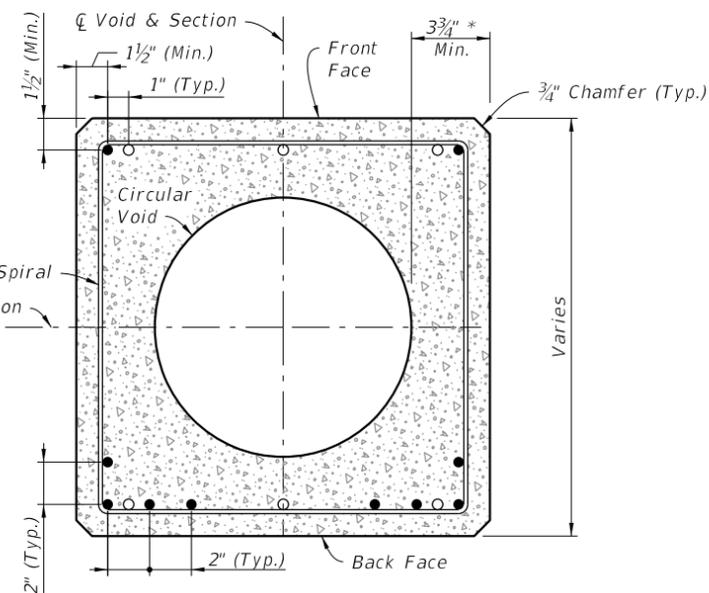
**POLE ELEVATION**  
(Strands and Reinforcing Not Shown)



**TIP END SECTION (TOP)**  
(For Dormant Strand Locations, See Section A-A)

**STRAND LEGEND**

- - Prestressed Strand  
0.5 in. ~ 31 kips Before Transfer (10 strands total)
- - Dormant Strand  
0.5 in. (6 strands total)  
One 24" Splice Allowed Per Strands



**SECTION A-A**  
(Typical Square Section)

**NOTES:**

Strands shown are continuous from Tip End to Butt End.

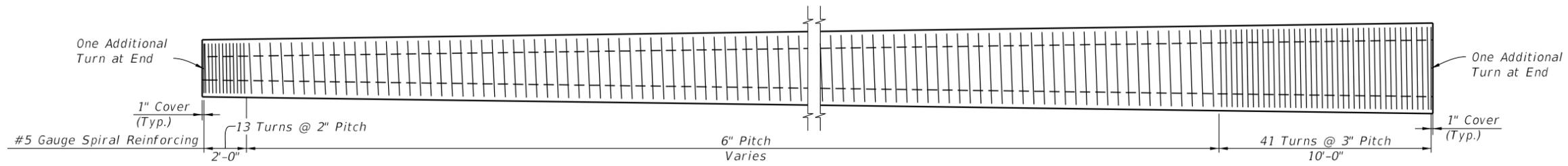
Elevation view scale is exaggerated vertically for clarity.

For final erection, tilt pole upright with single point attachment located a distance 10% L from the Tip End.

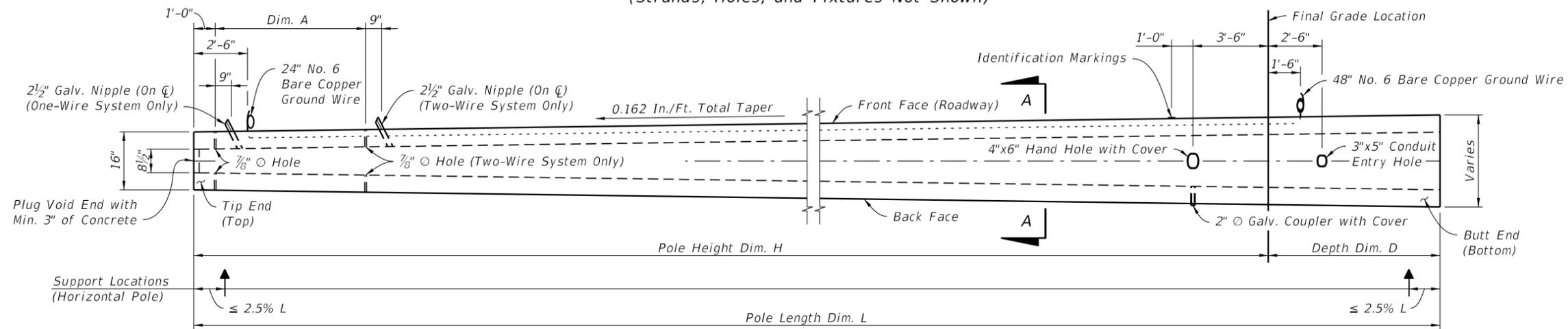
\* Dimension may vary from 3 3/4" to 5" to accommodate smaller radius of optional stepped (PVC) void. The void diameter shall not be less than 6 1/2".

12/3/2015 11:47:41 AM

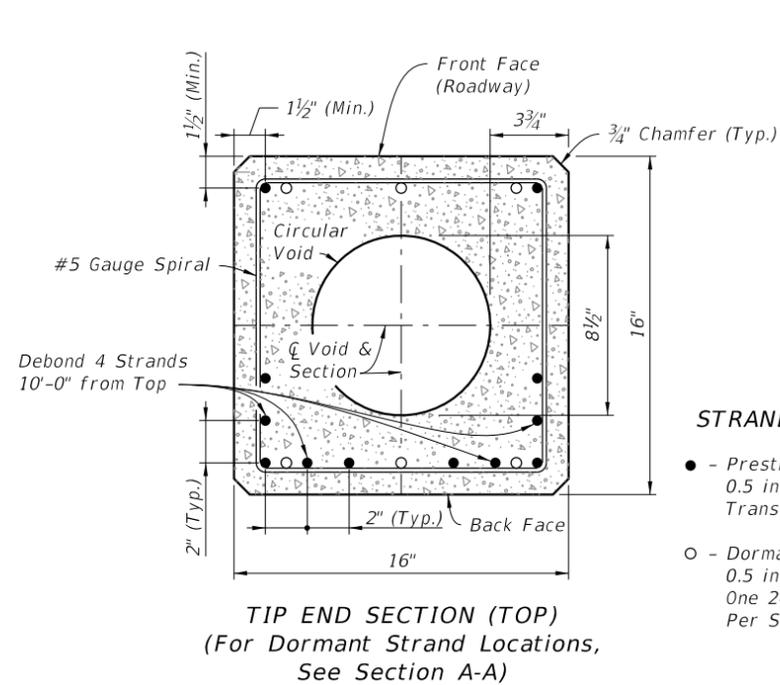
LAST REVISION 07/01/15	DESCRIPTION:
---------------------------	--------------



**SPIRAL REINFORCING ELEVATION**  
(Strands, Holes, and Fixtures Not Shown)



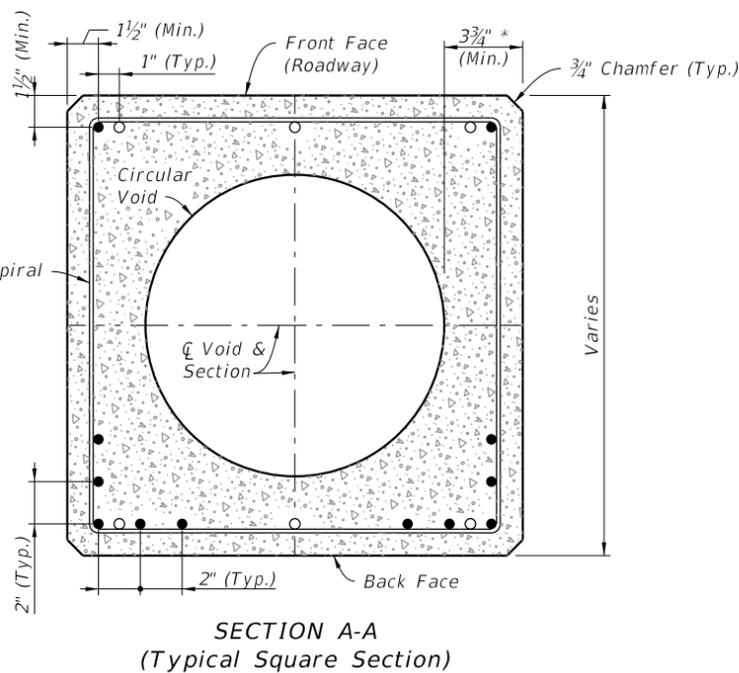
**POLE ELEVATION**  
(Strands and Reinforcing Not Shown)



**TIP END SECTION (TOP)**  
(For Dormant Strand Locations,  
See Section A-A)

**STRAND LEGEND**

- - Prestressed Strand  
0.5 in. ~ 31 kips Before Transfer (12 strands total)
- - Dormant Strand  
0.5 in. (6 strands total)  
One 24" Splice Allowed Per Strand



**SECTION A-A**  
(Typical Square Section)

**NOTES:**

Strands shown are continuous from Tip End to Butt End.

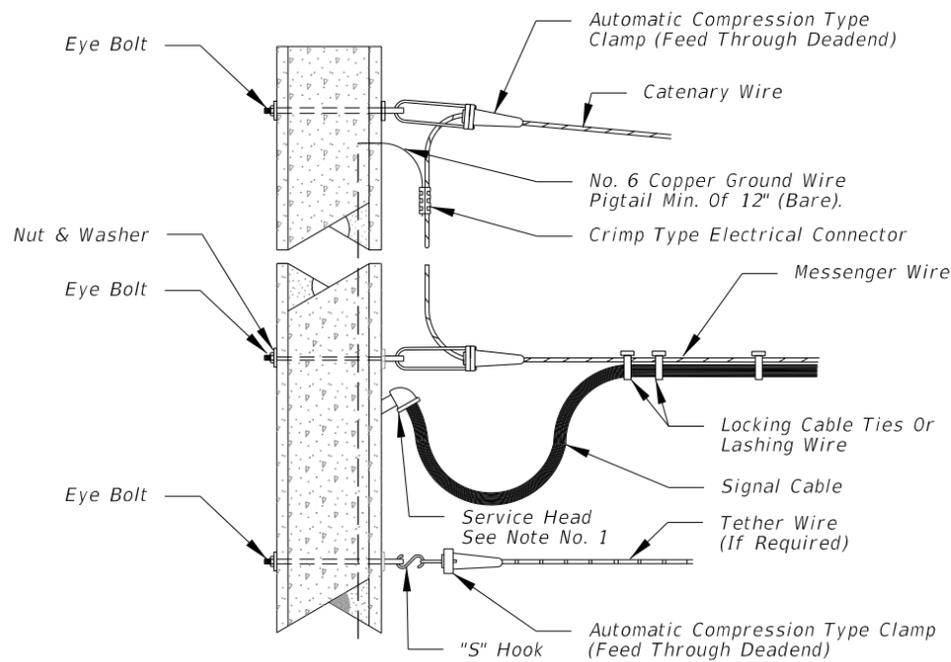
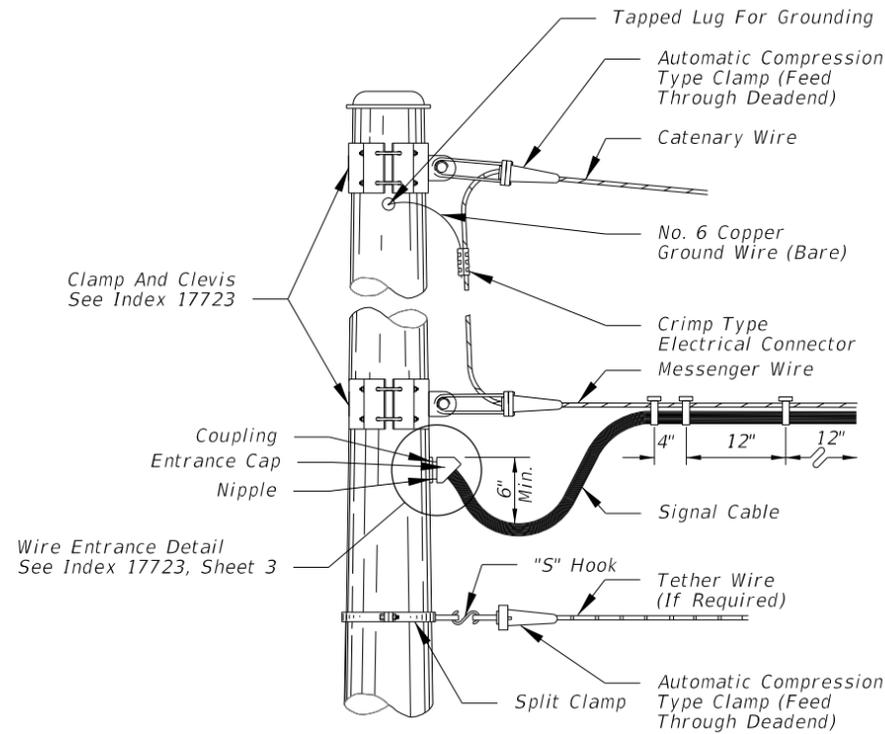
Elevation view scale is exaggerated vertically for clarity.

For final erection, tilt pole upright with single point attachment located a distance 10% L from the Tip End.

\* Dimension may vary from 3 3/4" to 5" to accommodate smaller radius of optional stepped (PVC) void. The void diameter shall not be less than 8 1/2".

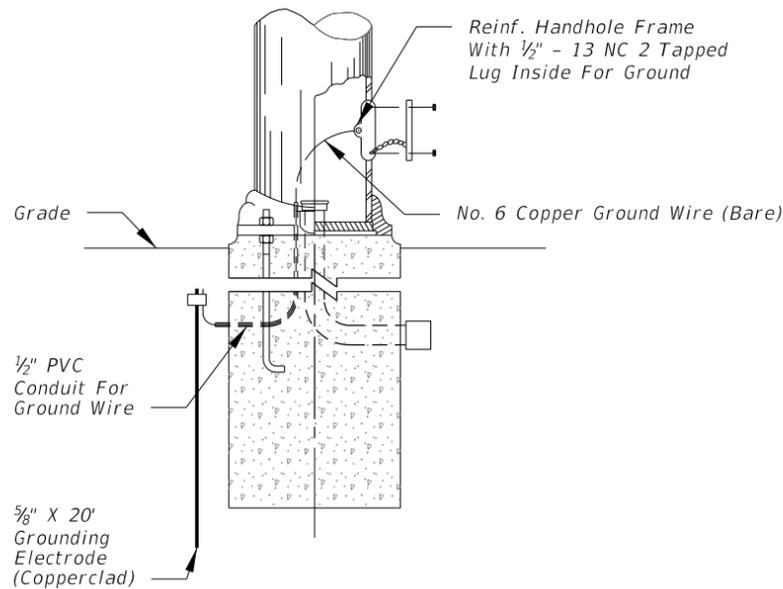
12/3/2015 11:47:42 AM

LAST REVISION 07/01/15	REVISION	DESCRIPTION:
---------------------------	----------	--------------

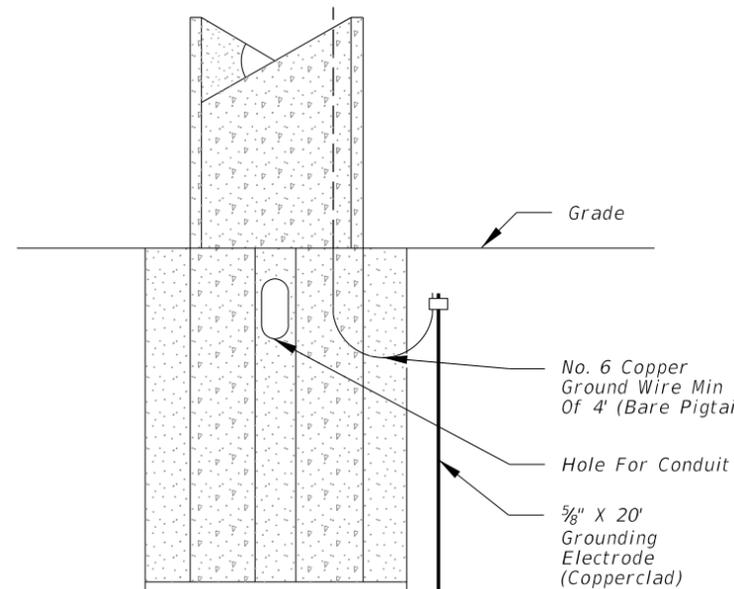


**NOTES:**

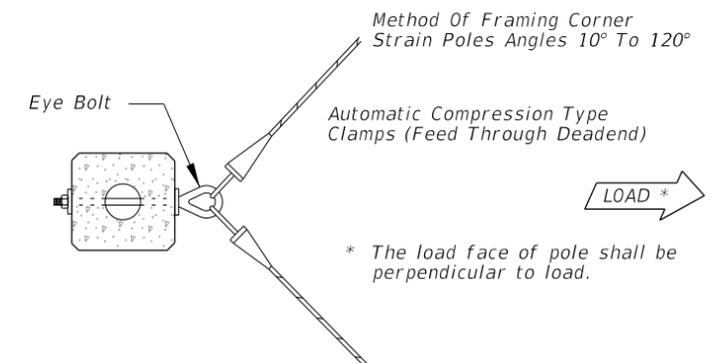
1. With the approval of the resident engineer, the service head hole for joint use poles may be drilled by the utility company at an angle of 90° but not less than 45° to the face of the pole.
2. Lashing wire should normally be used for distances of 12' or greater.
3. All hardware for signal attachment shall be stainless steel.
4. Hole for eye bolt will require field reaming for 1" & 1 1/4" eye bolts.
5. Meet all grounding requirements of Section 620 of the Standard Specifications.



**ELEVATION  
STEEL POLE**



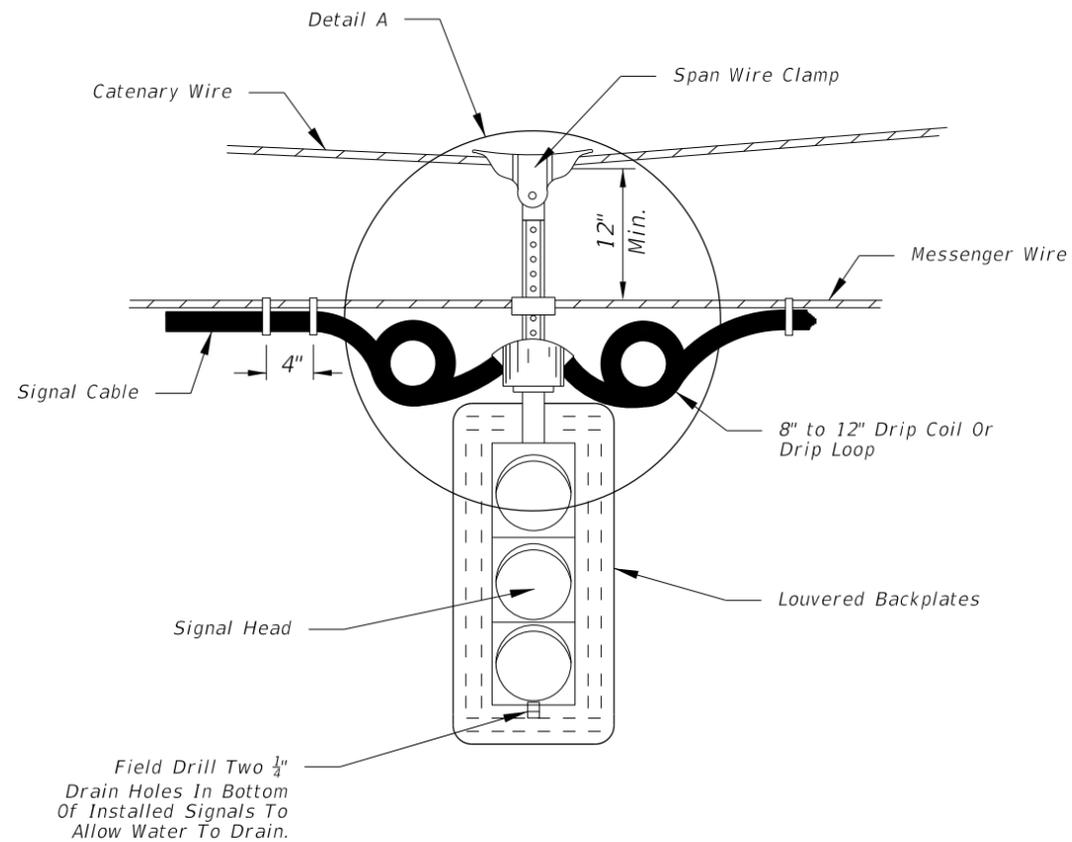
**ELEVATION  
PRESTRESSED CONCRETE POLE**



**PLAN  
PRESTRESSED CONCRETE POLE**

12/3/2015 11:47:43 AM

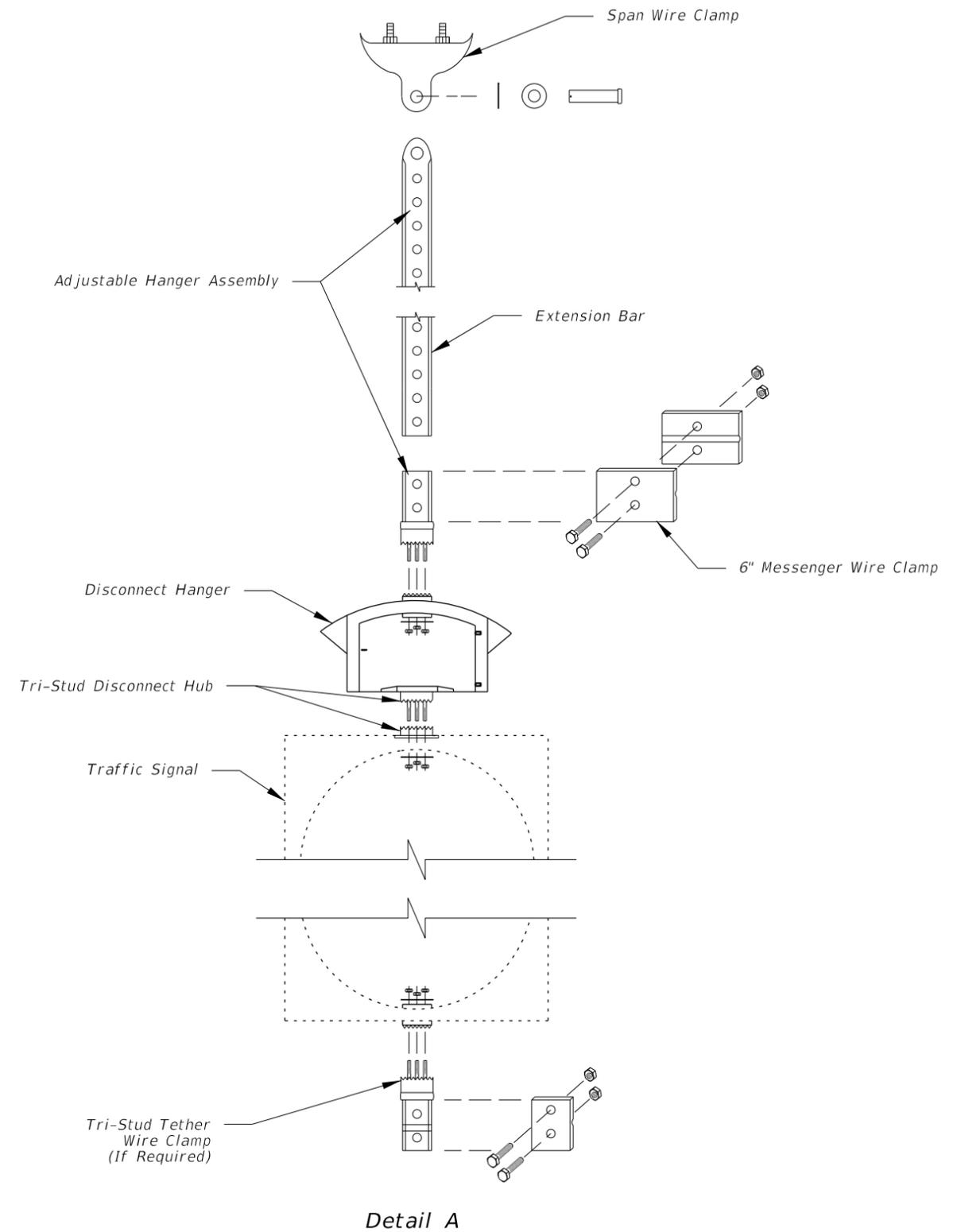
LAST REVISION 07/01/15	REVISION	DESCRIPTION:	 <b>FY 2016-17 DESIGN STANDARDS</b>	<b>SIGNAL CABLE &amp; SPAN WIRE INSTALLATION DETAILS</b>	INDEX NO. <b>17727</b>	SHEET NO. <b>1 of 2</b>
---------------------------	----------	--------------	--	--	---------------------------	----------------------------



**SIGNAL ATTACHMENT**

**Notes:**

1. With the approval of the resident engineer, the service head hole for joint use poles may be drilled by the utility company at an angle of 90° but not less than 45° to the face of the pole.
2. Use only span wire mounting assemblies listed on the APL.

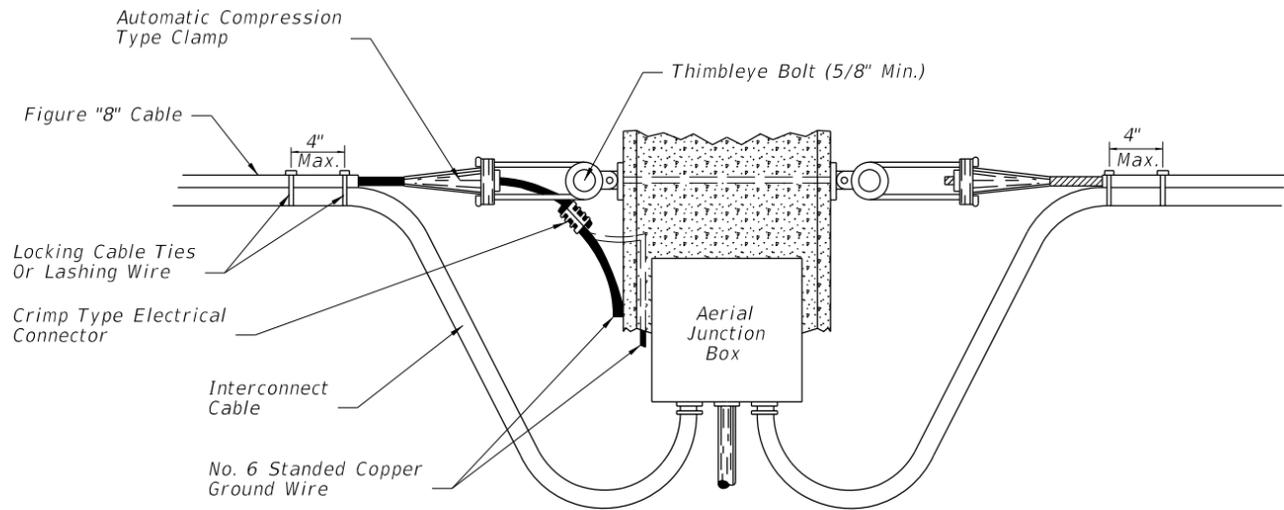


**Detail A**

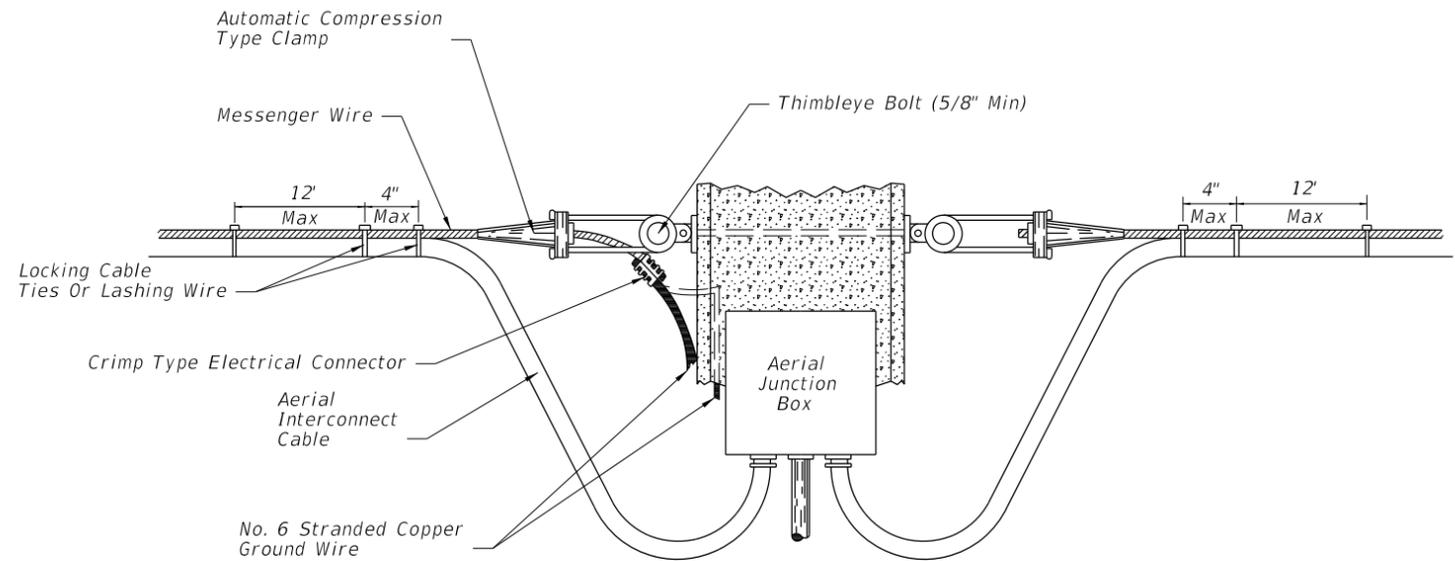
**TWO POINT ATTACHMENT**

12/21/2015 6:30:00 AM

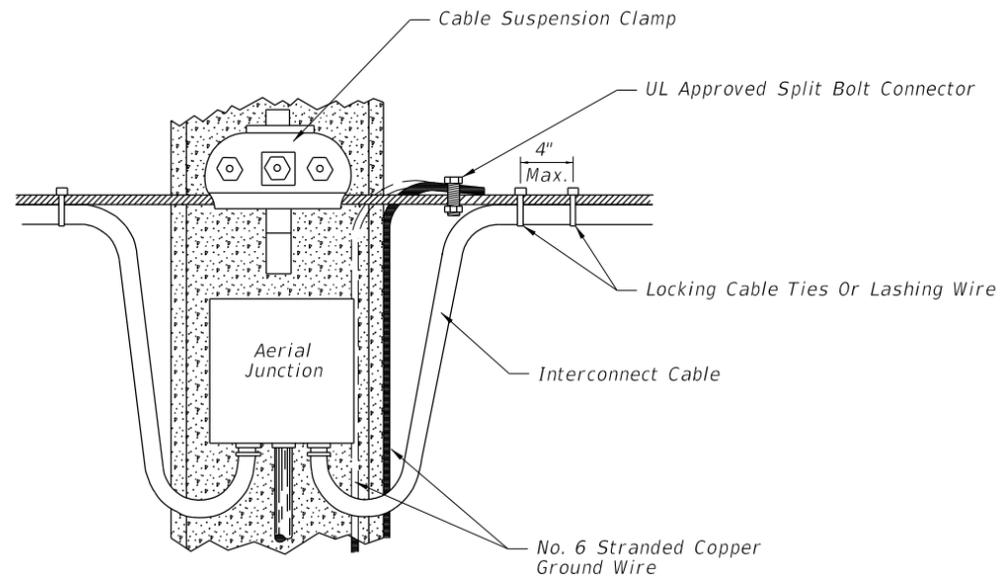
LAST REVISION 12/17/15	REVISION	DESCRIPTION:
---------------------------	----------	--------------



**FIGURE A**  
**CABLE DROP AND**  
**TERMINATION DETAIL**  
**AERIAL INTERCONNECT FIGURE "8"**



**FIGURE B**  
**CABLE DROP AND**  
**TERMINATION DETAIL**  
**AERIAL INTERCONNECT MESSENGER**  
**WIRE WITH CLAMPS**



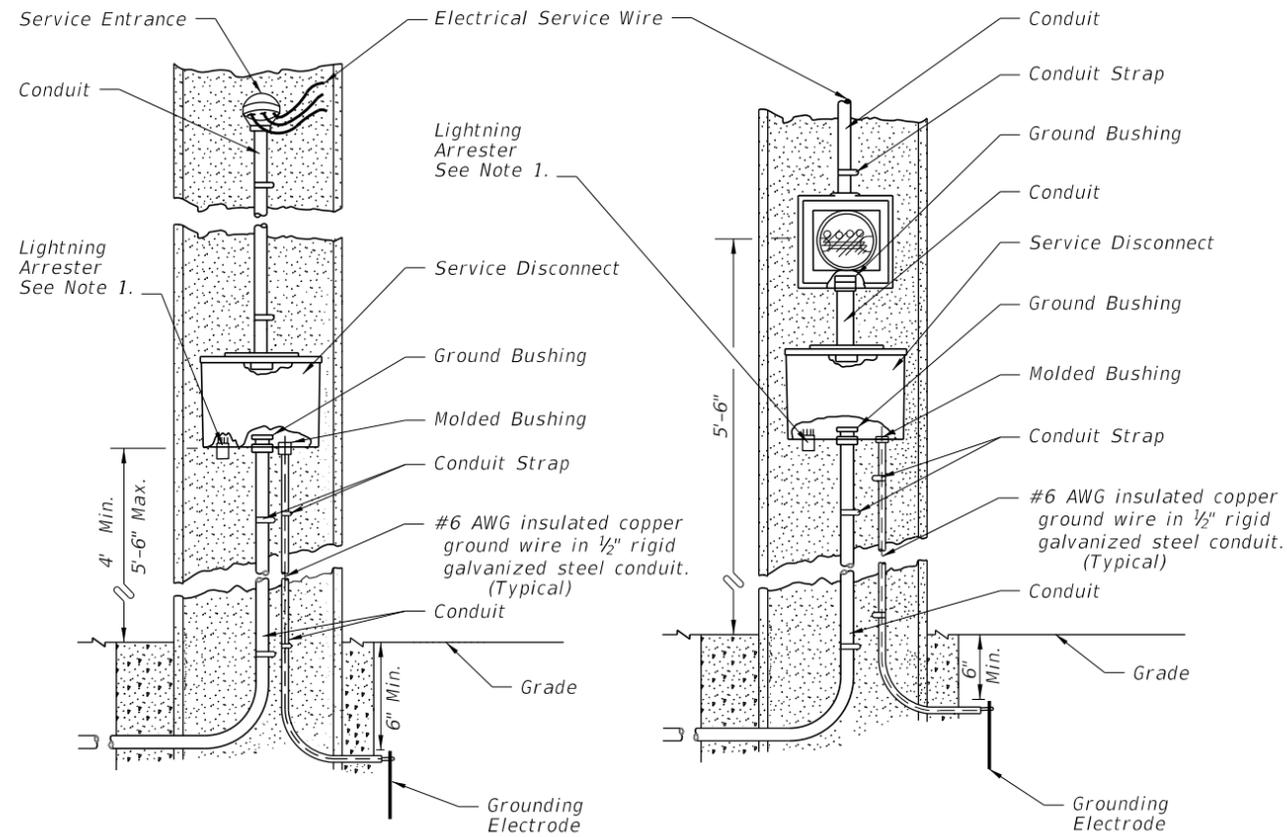
**FIGURE C**  
**CABLE DROP DETAIL**  
**AERIAL INTERCONNECT MESSENGER**  
**WIRE WITH CLAMPS**

**Notes:**

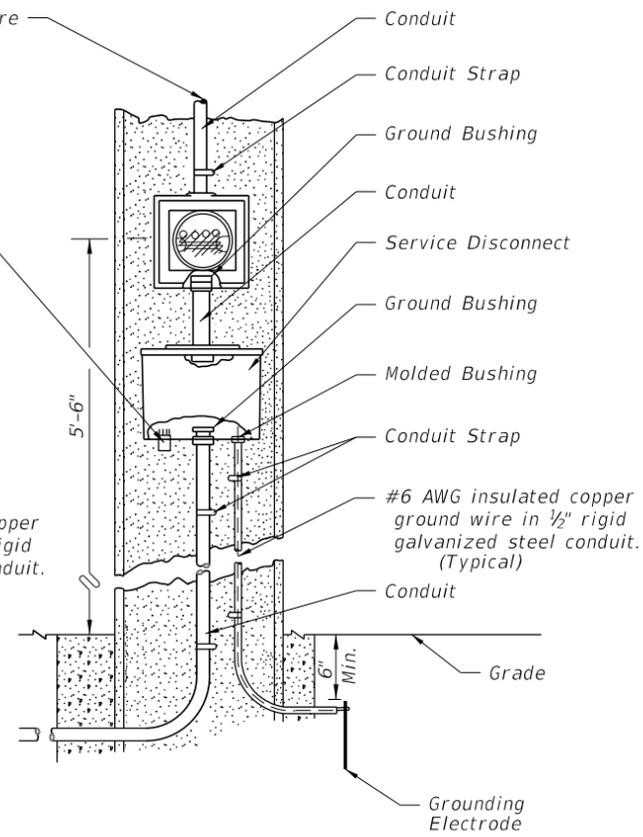
1. The messenger wire of the interconnect cables shall be grounded to the copper ground wire of the pole or to the external wire extending down the pole.
2. When utilizing the external ground wire to the pole, a piece of 1/2" conduit shall extend up the pole externally to a point 8' above finish grade to protect the ground wire connecting the messenger wire to the ground rod.
3. Locking cable ties or lashing wire when used shall be placed no further than 12" apart except at the point of cable drop or terminations where one (1) shall be placed at the point where the cables separate from the messenger wire and another placed 4" (max) from that tie. When using figure "8" interconnect cable only the locking cable ties shall be used.
4. If accessible the internal ground wire of the support pole may be used to ground the messenger wire.
5. Lashing wire should normally be used for distances of 12' or greater.
6. Meet all grounding requirements of Section 620 of the Standard Specifications.

12/3/2015 11:47:45 AM

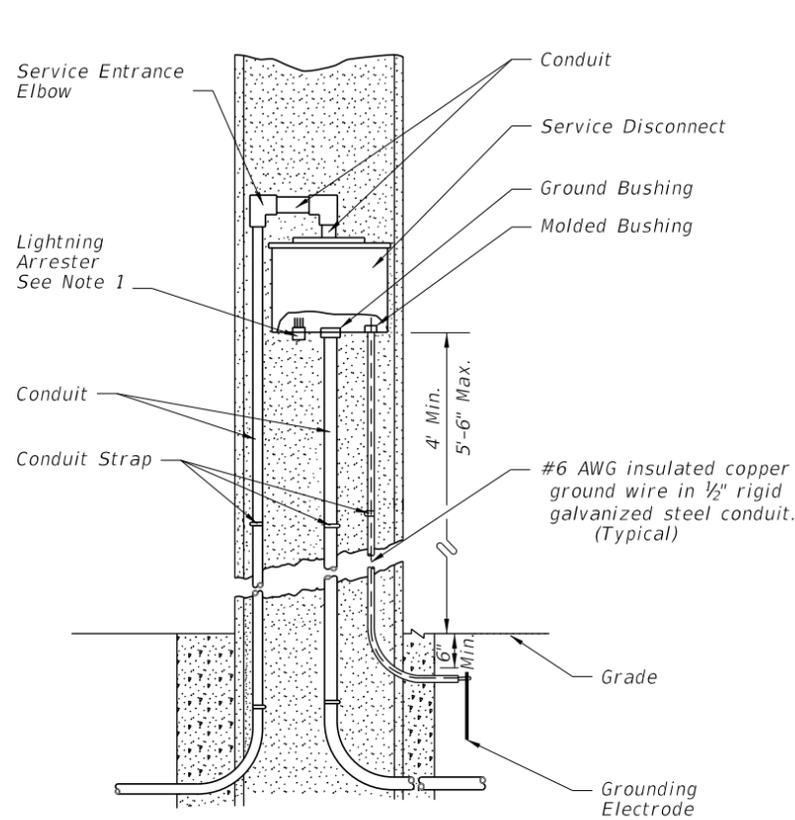
LAST REVISION 07/01/00	REVISION	DESCRIPTION:	 <b>FY 2016-17</b> <b>DESIGN STANDARDS</b>	<b>AERIAL INTERCONNECT</b>	INDEX NO. <b>17733</b>	SHEET NO. <b>1 of 1</b>
---------------------------	----------	--------------	---	----------------------------	---------------------------	----------------------------



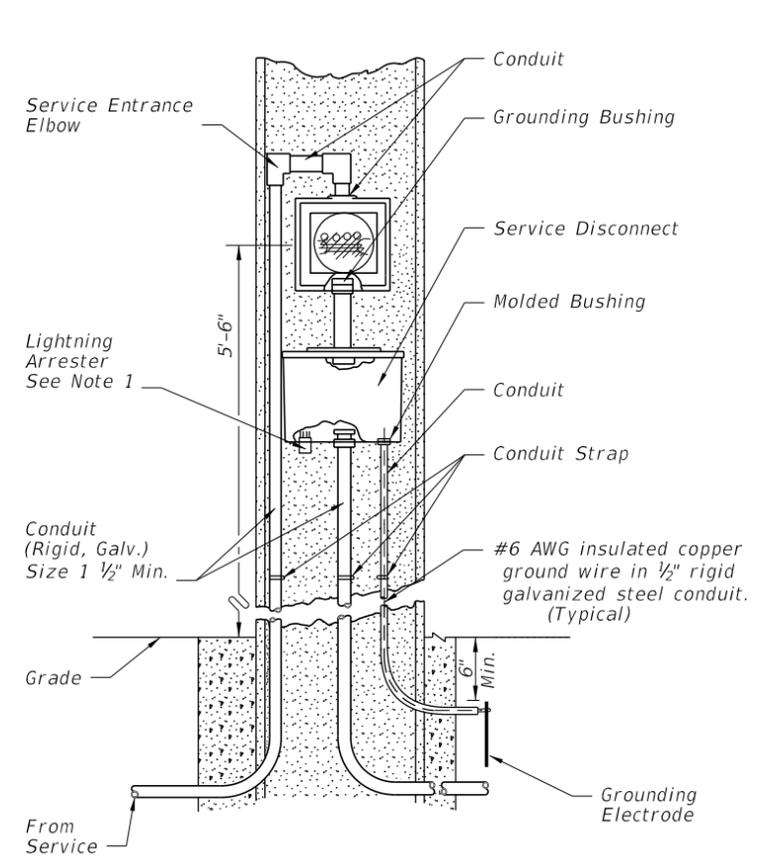
AERIAL FEED  
(NO METER USED)  
FIGURE A



AERIAL FEED  
(METER USED)  
FIGURE B



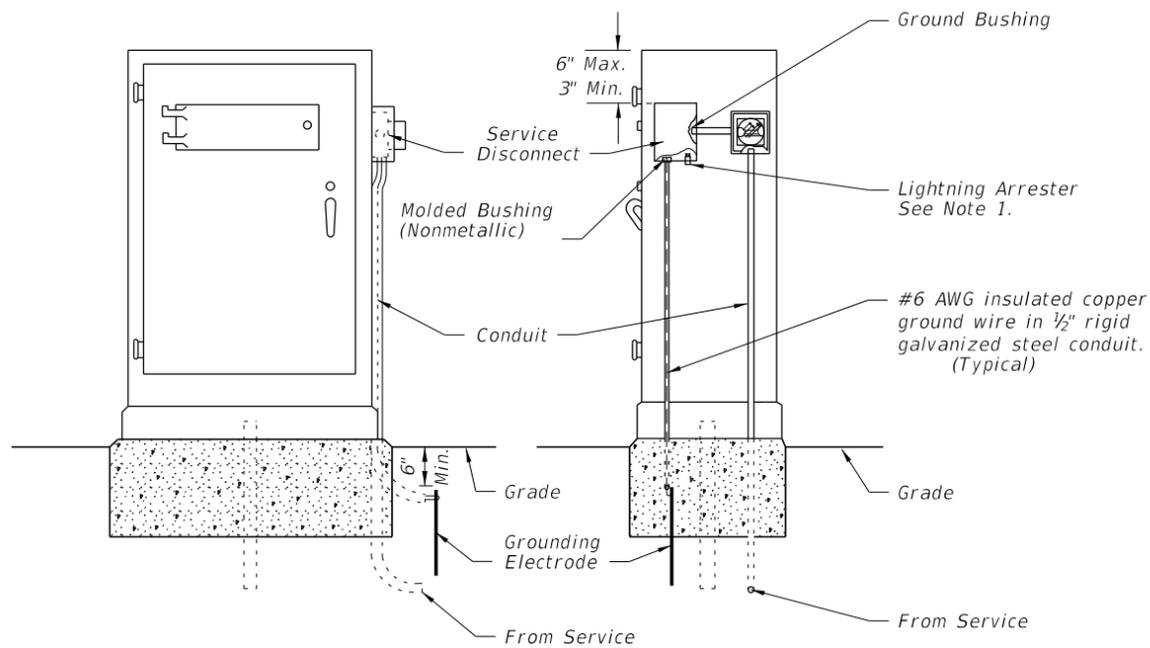
UNDERGROUND FEED  
(NO METER USED)  
FIGURE C



TYPE "B" UNDERGROUND FEED  
(METER USED)  
FIGURE D

NOTES:

1. The lightning arrester can be located on the side or bottom of the service disconnect enclosure at the Contractor's Option.
2. Liquidtight flexible conduit is approved for use from the electrical disconnect to the cabinet when both are installed on the same pole.
3. Bond all elements together to form an Intersection Grounding Network in accordance with Section 620 of the Department's current Standard Specifications for Road and Bridge Construction. The bond wire shall be run in conduit with the Electrical Service Wire or Signal Cable.
4. Meet all grounding requirements of Section 620 of the Standard Specifications.
5. The Service Disconnect shall be lockable by padlock and four keys provided to the maintaining agency. The door shall have a minimum of three hinges and be lockable. No screws to be used to attach door.
6. The Service Disconnect shall be Nema 3R or better.



UNDERGROUND CABINET MOUNTED  
(METER USED)  
FIGURE E

12/3/2015 11:47:45 AM

LAST REVISION 07/01/14	REVISION	DESCRIPTION:
---------------------------	----------	--------------

POLE SELECTION TABLE - SINGLE ARM - WITH & WITHOUT LUMINAIRE					
ARM TYPE	D1	D3	D5	D6	D7
POLE TYPE	S1 & S21 Lum	S2 & S22 Lum	S3 & S23 Lum	S4 & S24 Lum	S6

POLE SELECTION TABLE - DOUBLE ARM - WITHOUT LUMINAIRE										
ARM TYPE	D1 - D1	D3 - D1	D5 - D2	D6 - D2	D4 - D4	D5 - D4	D6 - D4	D5 - D5	D6 - D5	D6 - D6
POLE TYPE	S1	S2	S3	S4	S3	S4	S4	S4	S4	S5

Arm 1 is listed first

ARM DESIGN TABLE - ALL CASES												
ARM TYPE	ARM LENGTH	MAST ARM				ARM EXTENSION				ARM CONNECTION & WELDS		
		FA/SA (ft)	FB/SB (in)	FC/SC (in)	FD/SD (in)	FE/SE (ft)	FF/SF (in)	FG/SG (in)	FH/SH (in)	HT (in)	FJ/SJ (in)	FK/SK (in)
D1	36'-0"	36	8.99	14	0.1793					20	25	2.5
D2	36'-0"	36	9.00	14	0.1793					30	36	3
D3	46'-0"	36.1	8.95	14	0.1793	11.9	13.36	15	0.313	20	25	2.5
D4	46'-0"	36.1	8.95	14	0.1793	11.9	13.37	15	0.313	30	36	3
D5	60'-0"	35.8	7.99	13	0.1793	26.2	12.37	16	0.375	30	36	3
D6	70'-6"	39.1	9.52	15	0.1793	33.4	14.36	19	0.375	30	36	3
D7	78'-0"	40	8.47	14.07	0.1793	40	13.44	19	0.375	30	34	3

Arm Camber Angle = 2 degrees

POLE, CONNECTION AND SHAFT DESIGN TABLE - SINGLE & DOUBLE ARM																									
POLE TYPE	UA (ft)	UC (in)	UD (in)	UE (in)	UG (ft)	UPRIGHT BASE CONNECTION					CONNECTION PLATE DATA								DRILLED SHAFT DATA						
						No. Bolts	BA (in)	BB (in)	BC (in)	BF (in)	HT (in)	FJ/SJ (in)	FL/SL (in)	FN/SN (in)	FO/SO (in)	FP/SP (in)	FR/SR (in)	FS/SS (in)	FT/ST (in)	DA (ft)	DB (ft)	RA	RB	RC	RD (in)
S1	25	12.53	16	0.375		6	30	2.5	1.75	36	20	25	0.75	0.438	15.5	1	2	8	0.438	12	4	11	14	9	12
S2	25	14.53	18	0.375		6	32	2.5	1.75	36	20	25	0.75	0.438	15.5	1	2	8	0.438	12	4.5	11	16	9	12
S3	25	17.53	21	0.375		6	37	2.5	2	40	30	36	0.75	0.438	22	1.25	2.5	12.5	0.438	15	4.5	11	16	10	8
S4	25	22.53	26	0.375		6	42	2.5	2	40	30	36	0.75	0.438	22	1.25	2	12.5	0.438	17	5	11	18	10	8
S5	25	23.53	27	0.375		6	45	2.5	2.25	45	30	36	0.75	0.438	22	1.25	2	12.5	0.438	18	5	11	18	10	8
S6	25	21.53	25	0.375		6	41	2.5	2	40	30	34	0.75	0.5	16.5	1.25	2	12.5	0.5	15	5	11	18	10	8
S21 Lum	39	10.57	16	0.375	37.5	6	30	2.5	1.75	40	20	25	0.75	0.438	11.5	1	2	8	0.438	12	4	11	14	9	12
S22 Lum	39	12.57	18	0.375	37.5	6	32	2.5	1.75	40	20	25	0.75	0.438	12.5	1	2	8	0.438	12	4.5	11	16	9	12
S23 Lum	39	15.57	21	0.375	37.5	6	37	2.5	2	40	30	36	0.75	0.438	15	1.25	2.5	12.5	0.438	14	4.5	11	16	10	8
S24 Lum	39	20.57	26	0.375	37.5	6	42	2.5	2	40	30	36	0.75	0.438	17	1.25	2	12.5	0.438	15	5	11	18	10	8

LUMINAIRE AND LUMINAIRE CONNECTION											
LA (ft)	LB (ft)	LC (in)	LD (in)	LE	LF (ft)	LG (in)	LH (in)	LJ (in)	LK (in)	LL (deg)	UG (ft)
40	10	3	0.125	0.5	8	0.5	0.75	0.25	0.25	0	37.5

Notes:

1. Work this Index with Index No. 17745.
2. Design Wind Speed = 150 mph with Signal Backplates.

"D" MAST ARMS

LAST REVISION  
07/01/14

REVISION

DESCRIPTION:



FY 2016-17  
DESIGN STANDARDS

STANDARD MAST ARM ASSEMBLIES

INDEX NO.  
17743

SHEET NO.  
1 of 2

12/3/2015 11:47:47 AM

POLE SELECTION TABLE - SINGLE ARM - WITH & WITHOUT LUMINAIRE					
ARM TYPE	E1	E3	E5	E6	E7
POLE TYPE	T1 & T21 Lum	T2 & T22 Lum	T3 & T23 Lum	T4 & T24 Lum	T6

POLE SELECTION TABLE - DOUBLE ARM - WITHOUT LUMINAIRE										
ARM TYPE	E1 - E1	E3 - E1	E5 - E2	E6 - E2	E4 - E4	E5 - E4	E6 - E4	E5 - E5	E6 - E5	E6 - E6
POLE TYPE	T1	T2	T3	T4	T3	T4	T4	T4	T4	T5

Arm 1 is listed first

ARM DESIGN TABLE - ALL CASES												
ARM TYPE	ARM LENGTH	MAST ARM				ARM EXTENSION				ARM CONNECTION & WELDS		
		FA/SA (ft)	FB/SB (in)	FC/SC (in)	FD/SD (in)	FE/SE (ft)	FF/SF (in)	FG/SG (in)	FH/SH (in)	HT (in)	FJ/SJ (in)	FK/SK (in)
E1	36'-0"	36.0	5.98	11	0.25					22	23	2
E2	36'-0"	36.0	5.99	11	0.25					30	32	2.75
E3	46'-0"	35.1	7.09	12	0.25	12.9	11.22	13	0.313	22	23	2
E4	46'-0"	35.1	7.09	12	0.25	12.9	11.23	13	0.313	30	32	2.75
E5	60'-0"	34.8	6.13	11	0.25	27.2	10.22	14	0.375	30	32	2.75
E6	70'-6"	38.1	6.66	12	0.25	34.4	11.22	16	0.375	30	32	2.75
E7	78'-0"	40.0	7.47	13.07	0.1793	40	12.43	18	0.375	30	32	2.5

Arm Camber Angle = 2 degrees

POLE, CONNECTION AND SHAFT DESIGN TABLE - SINGLE & DOUBLE ARM																									
POLE TYPE	UA (ft)	UC (in)	UD (in)	UE (in)	UG (ft)	UPRIGHT BASE CONNECTION					CONNECTION PLATE DATA								DRILLED SHAFT DATA						
						No. Bolts	BA (in)	BB (in)	BC (in)	BF (in)	HT (in)	FJ/SJ (in)	FL/SL (in)	FN/SN (in)	FO/SO (in)	FP/SP (in)	FR/SR (in)	FS/SS (in)	FT/ST (in)	DA (ft)	DB (ft)	RA	RB	RC	RD (in)
T1	25	10.53	14	0.375		6	26	2.5	1.5	36	22	23	0.5	0.375	14	1	2.0	9	0.375	11	4	11	14	8	12
T2	25	12.53	16	0.375		6	28	2.5	1.5	36	22	23	0.5	0.375	14	1	2.0	9	0.375	12	4	11	14	9	12
T3	25	15.53	19	0.375		6	35	2.5	2	40	30	32	0.75	0.375	19.5	1.25	2.25	12.5	0.375	12	4.5	11	16	9	12
T4	25	18.53	22	0.5		6	38	2.5	2	40	30	32	0.75	0.375	19.5	1.25	2.0	12.5	0.375	15	4.5	11	16	10	8
T5	25	18.53	22	0.5		6	38	2.5	2	40	30	32	0.75	0.375	19.5	1.25	2.0	12.5	0.375	16	4.5	11	16	10	8
T6	25	18.53	22	0.375		6	38	2.5	2	40	30	32	0.75	0.438	15	1.25	2.0	12.5	0.438	14	4.5	11	16	10	8
T21 Lum	39	8.57	14	0.375	37.5	6	26	2.5	1.5	40	22	23	0.5	0.375	10	1	2.0	9	0.375	11	4	11	14	8	12
T22 Lum	39	10.57	16	0.375	37.5	6	30	2.5	1.75	40	22	23	0.5	0.375	11	1	2.0	9	0.375	12	4	11	14	9	12
T23 Lum	39	13.57	19	0.375	37.5	6	35	2.5	2	40	30	32	0.75	0.375	13	1.25	2.25	12.5	0.375	12	4.5	11	16	9	12
T24 Lum	39	16.57	22	0.375	37.5	6	38	2.5	2	40	30	32	0.75	0.375	15	1.25	2.0	12.5	0.375	14	4.5	11	16	10	12

LUMINAIRE AND LUMINAIRE CONNECTION											
LA (ft)	LB (ft)	LC (in)	LD (in)	LE	LF (ft)	LG (in)	LH (in)	LJ (in)	LK (in)	LL (deg)	UG (ft)
40	10	3	0.125	0.5	8	0.5	0.75	0.25	0.25	0	37.5

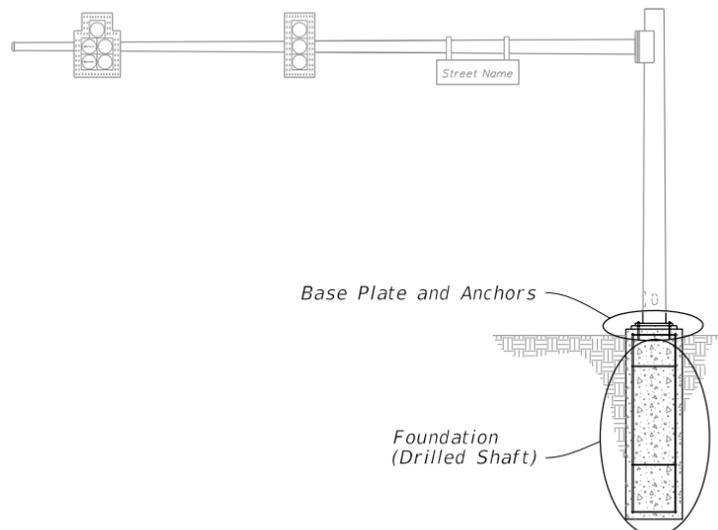
Notes:

1. Work this Index with Index No. 17745.
2. Design Wind Speed = 150 mph without Signal Backplates.  
130 mph with or without Signal Backplates.  
110 mph with or without Signal Backplates.

12/3/2015 11:47:47 AM

"E" MAST ARMS

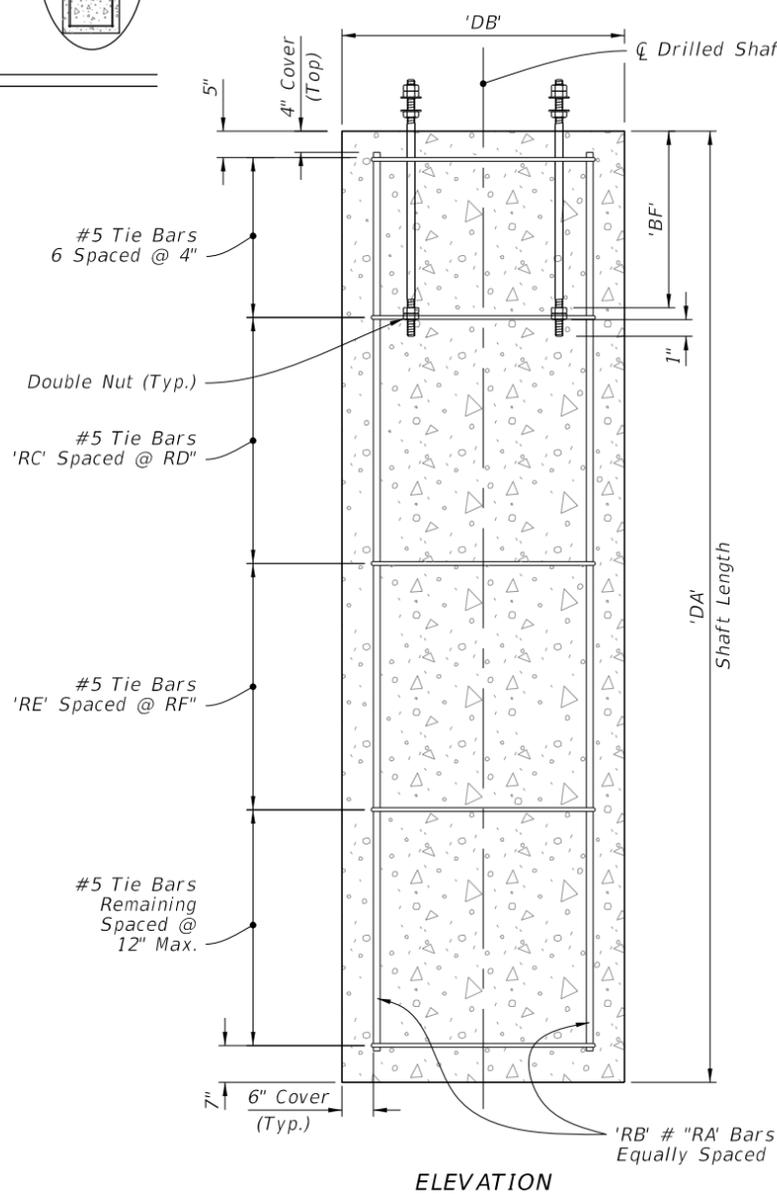




**MAST ARM ASSEMBLY**

**NOTES:**

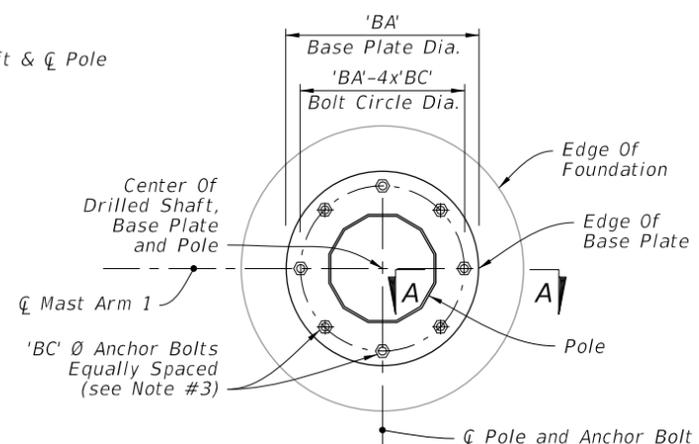
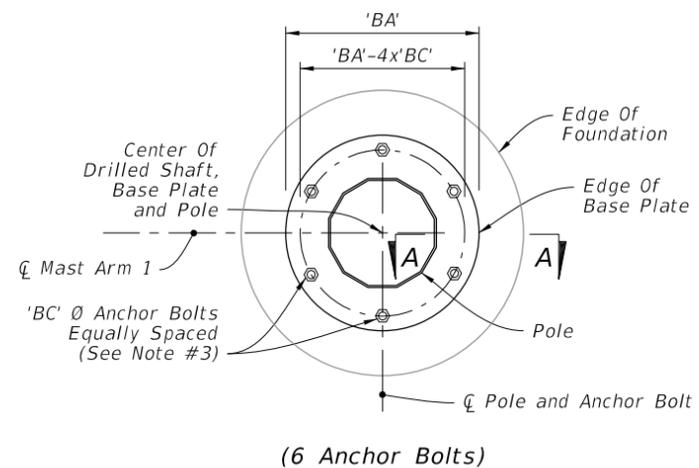
1. The Structural Grout Pad diameter may be reduced where the footprint of the Grout Pad does not provide adequate clearance for the sidewalk and/or accessibility considerations.
2. See Index No. 17743 and the plans for actual quantity of bolts.
3. The top hex nut may be substituted by a 1/2" height 'jam' nut. Provide individual nut covers (not shown) for each bolt.



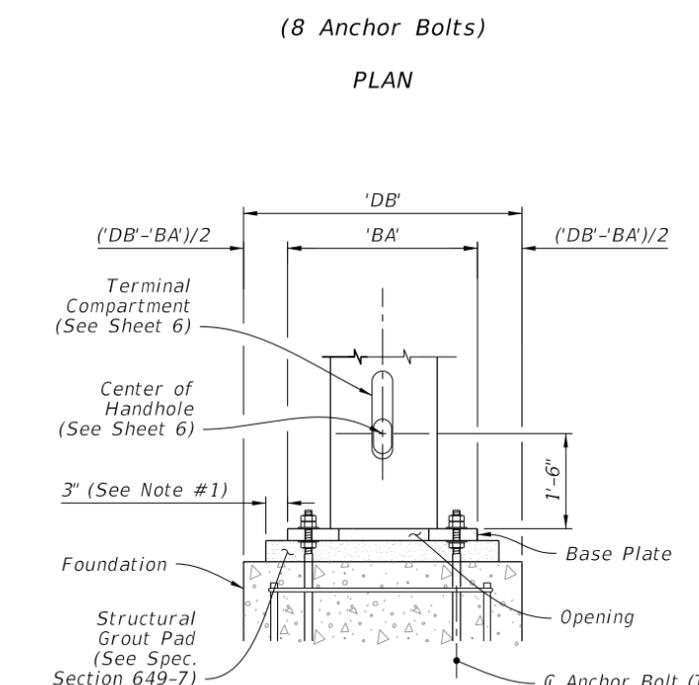
**PLAN**

**ELEVATION**

**FOUNDATION**

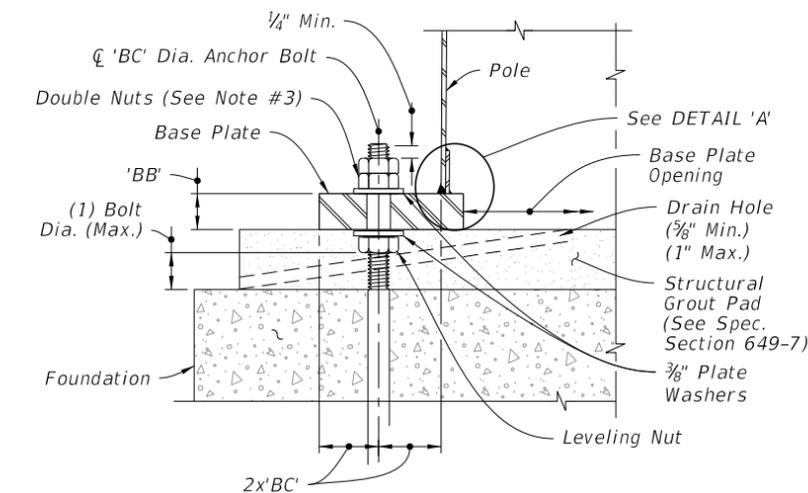


**PLAN**

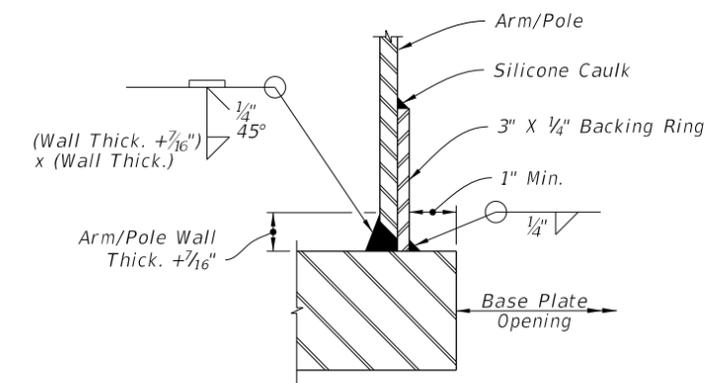


**ELEVATION (Back Face Shown)**

**BASE PLATE CONNECTION**



**SECTION A-A**



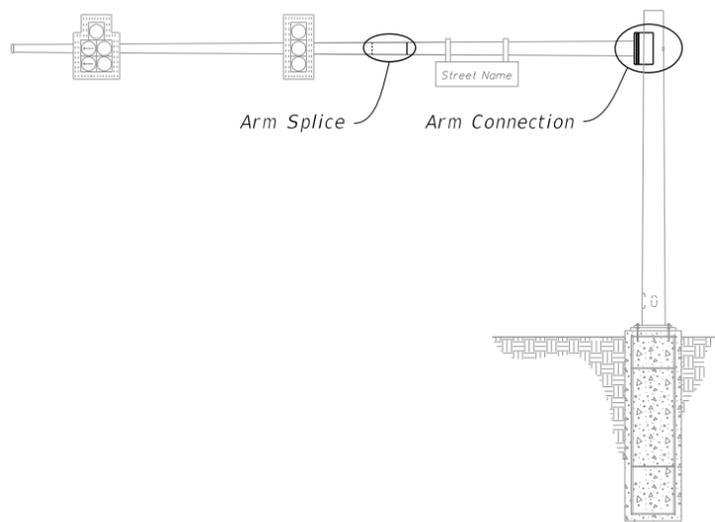
**JOINT WELD DETAIL**

**DETAIL 'A'**

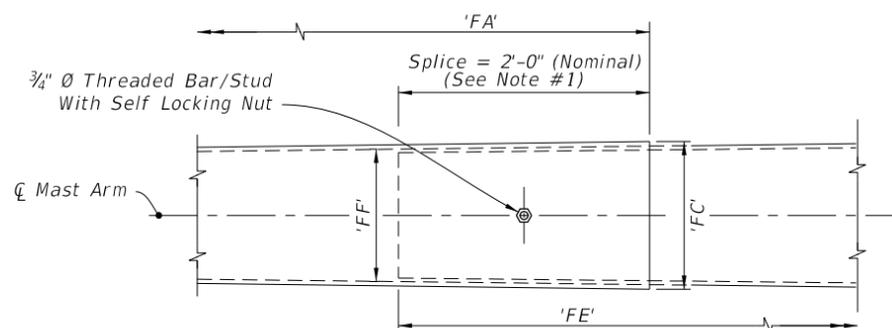
**FOUNDATION AND BASE PLATE DETAILS**

12/3/2015 11:47:49 AM

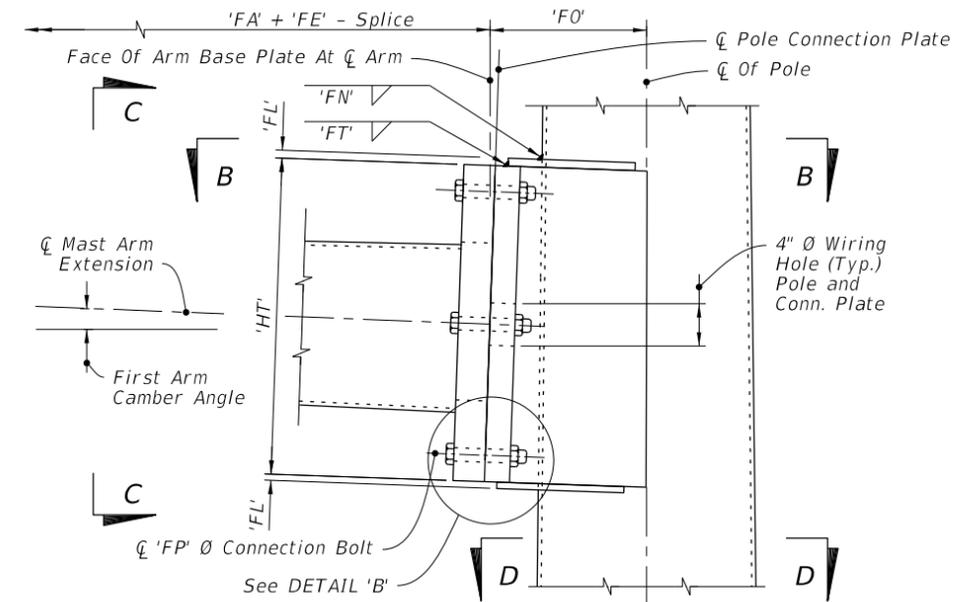
LAST REVISION 01/01/16	REVISION	DESCRIPTION:	<p>FY 2016-17 DESIGN STANDARDS</p>	<p>MAST ARM ASSEMBLIES</p>	INDEX NO. 17745	SHEET NO. 2 of 6



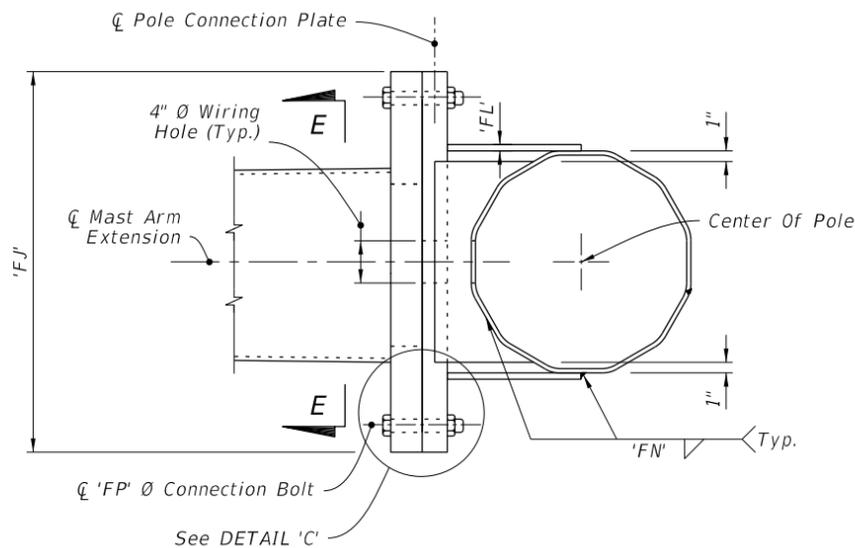
MAST ARM ASSEMBLY



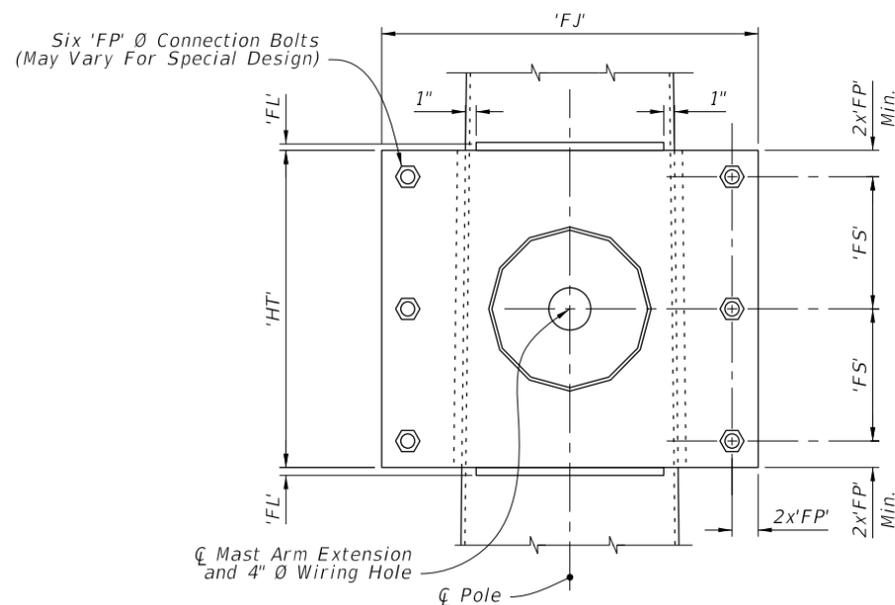
ARM SPLICE



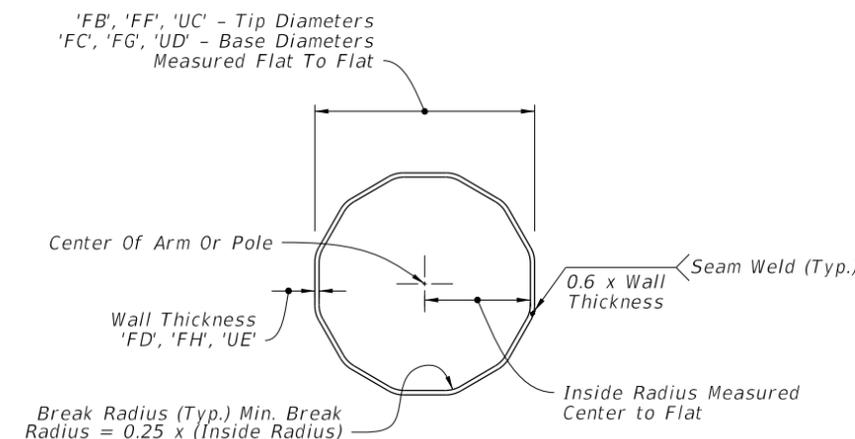
SINGLE ARM CONNECTION



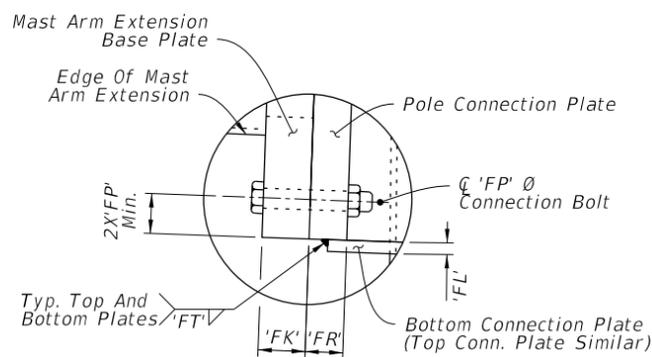
SECTION B-B



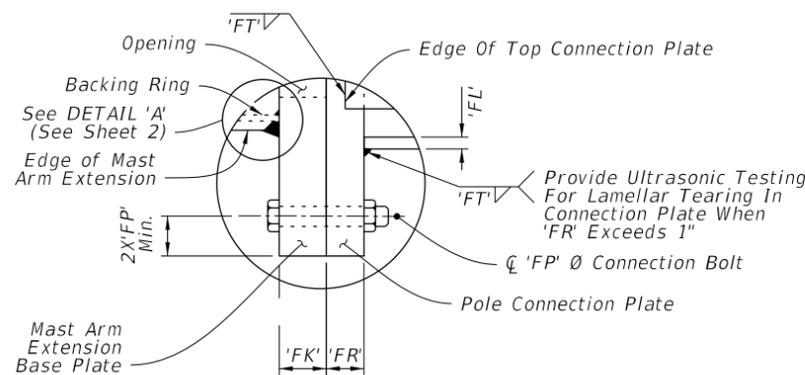
SECTION C-C



SECTION D-D



DETAIL 'B'



DETAIL 'C'

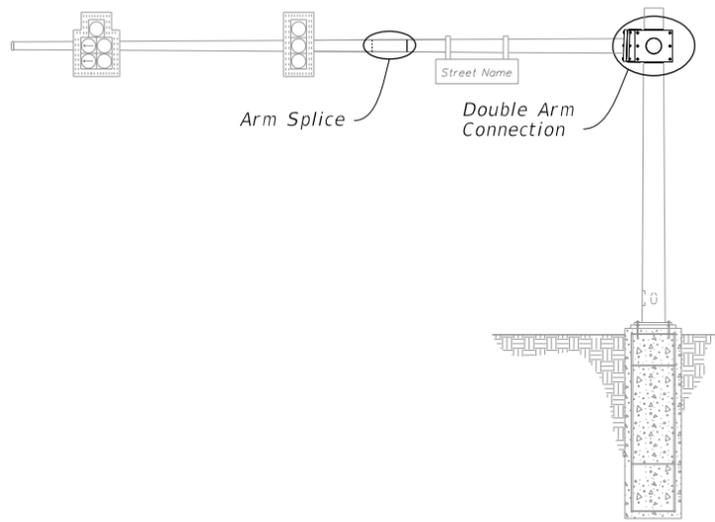
**NOTE:**

1. Install the 'Slip Joint' splice with a tight fit and no change in the Mast Arm taper due to the splice.
2. Details shown on this sheet are for 12 sided sections. However, sections with more than 12 sides and round sections are permitted provided outside diameter and wall thickness are not reduced.
3. Match mark the Arm and Connection Plates to ensure proper assembly.

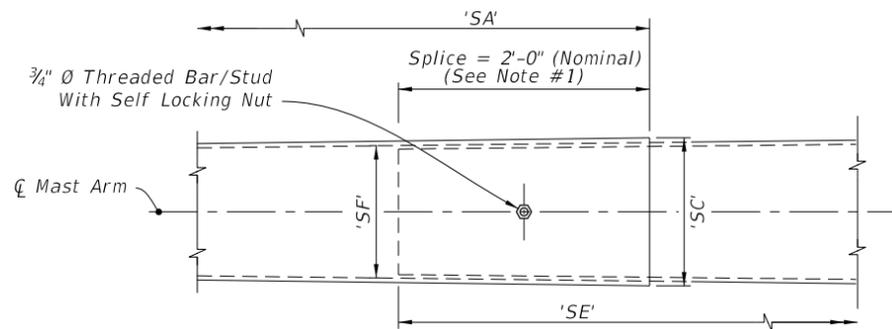
**SINGLE ARM CONNECTIONS & SPLICE DETAILS**

12/3/2015 11:47:50 AM

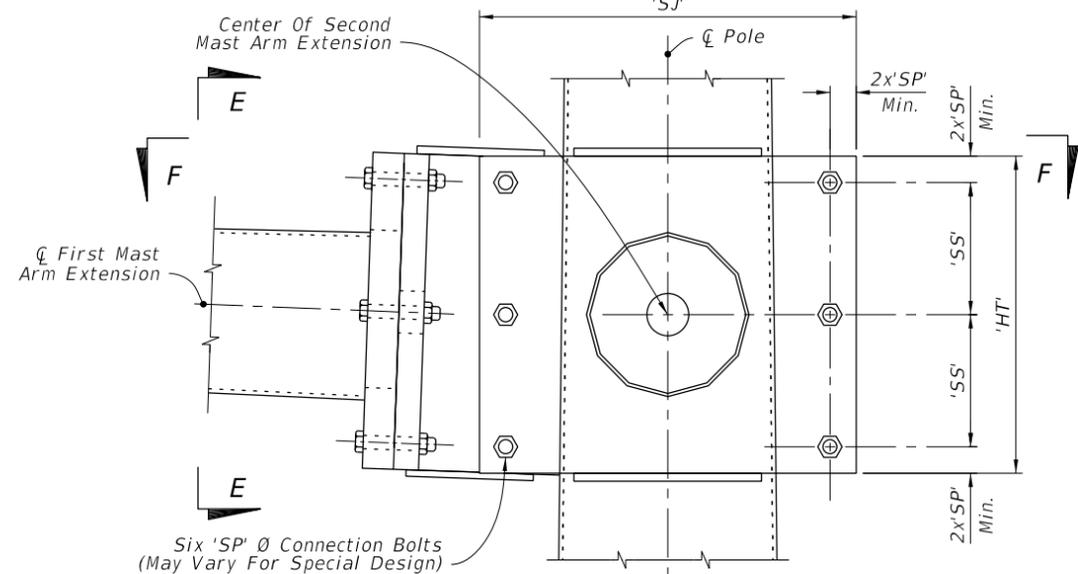
LAST REVISION 07/01/15	REVISION	DESCRIPTION:
---------------------------	----------	--------------



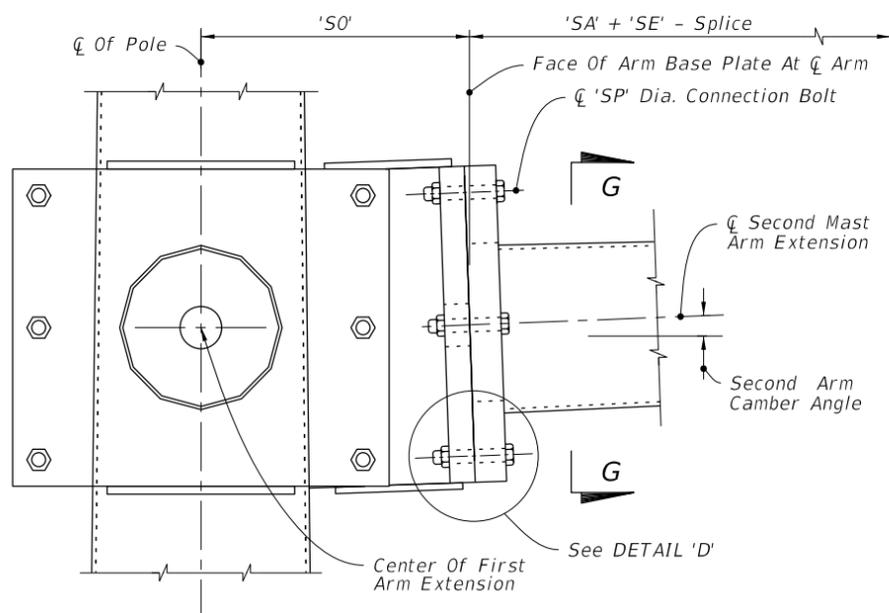
MAST ARM ASSEMBLY



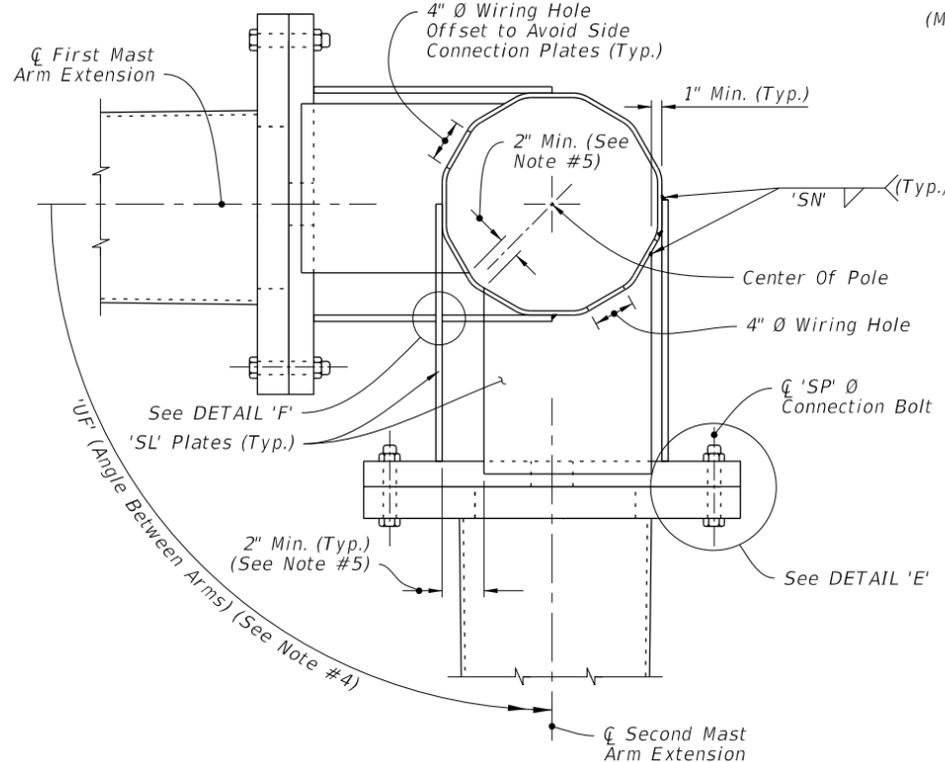
ARM SPLICE



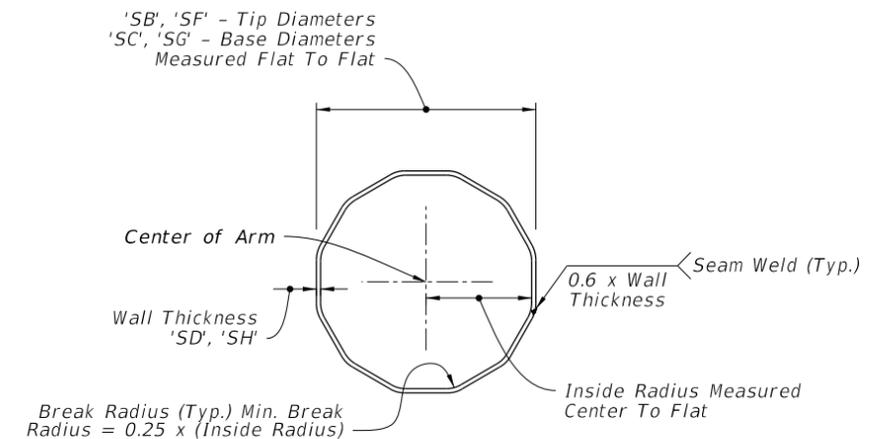
DOUBLE ARM CONNECTION



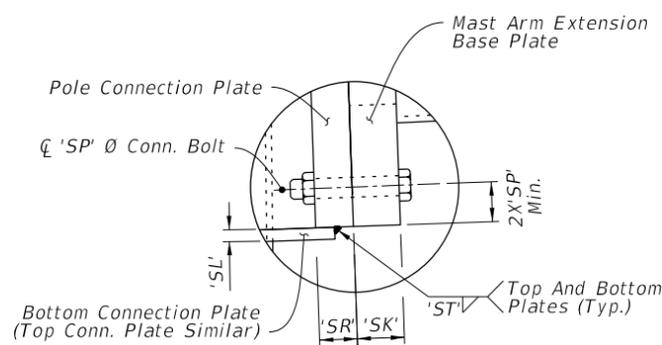
SECTION E-E



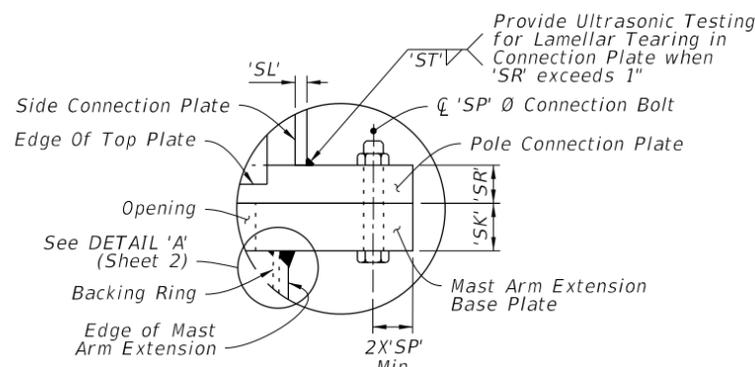
SECTION F-F



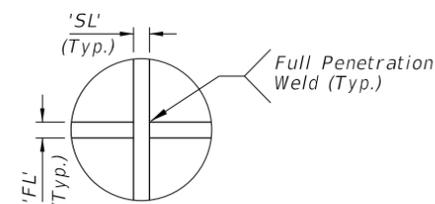
SECTION G-G



DETAIL 'D'



DETAIL 'E'



DETAIL 'F'

**NOTE:**

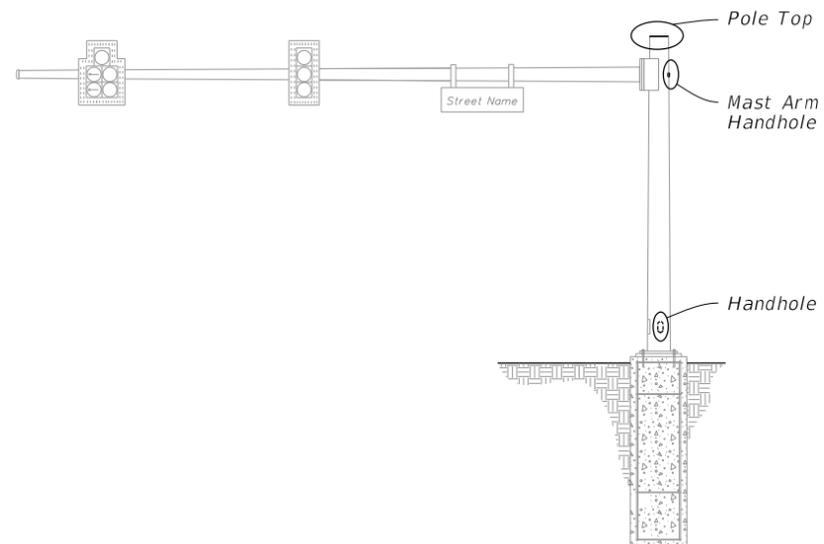
1. Install the 'Slip Joint' splice with a tight fit and no change in the Mast Arm taper due to the splice.
2. Details shown on this sheet are for 12 sided pole sections. However, sections with more than 12 sides and round sections are permitted provided outside diameter and wall thickness are not reduced.
3. Match mark the Arm and Connection Plates to ensure proper assembly.
4. 'UF' measured counter clockwise from Ø First Mast Arm Extension.
5. Adjust width of top and bottom Connection Plates to maintain minimum clearance shown.

**DOUBLE ARM CONNECTIONS & SPLICE DETAILS**

12/3/2015 11:47:50 AM

LAST REVISION	DESCRIPTION:
07/01/15	

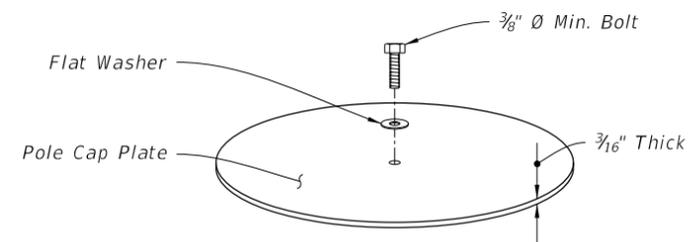
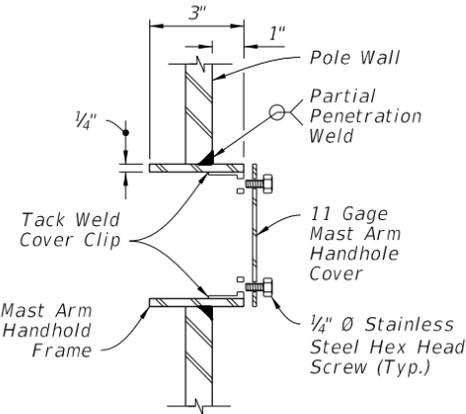
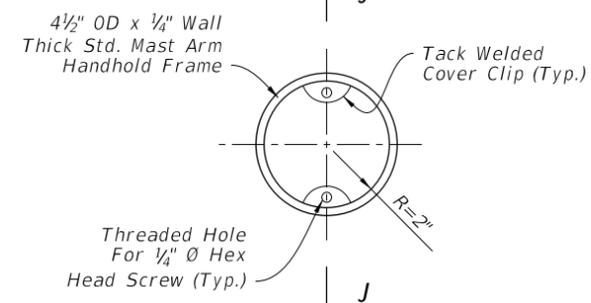
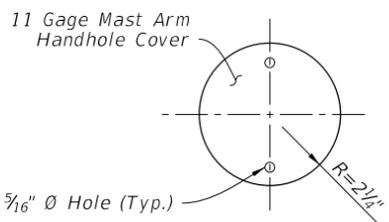




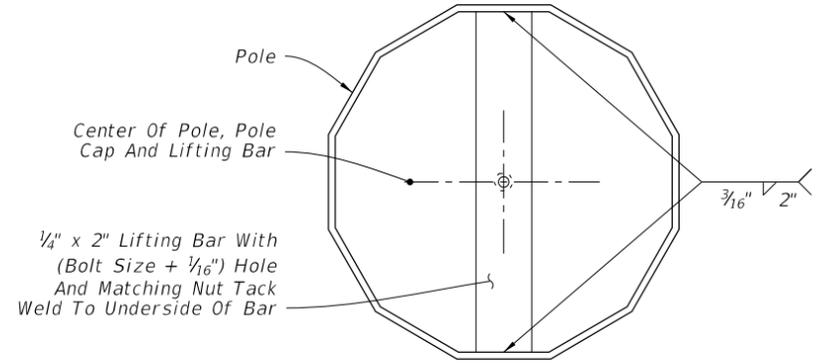
**NOTES:**

1. Handhole covers may be omitted when Terminal Compartment is provided.
2. Terminal Compartment is optional. See Mast Arm Tabulation to see if required and for locations.
3. Terminal Compartment Frame Height 2'-0" minimum to 2'-6" maximum. Align bottom of Terminal Compartment a minimum of 1" below the bottom of the Handhole Frame.
4. Any combination of Option 'a' or 'b' may be used, provided both lifting and wiring is accommodated.

**MAST ARM ASSEMBLY**



ISO VIEW (Option 'a')

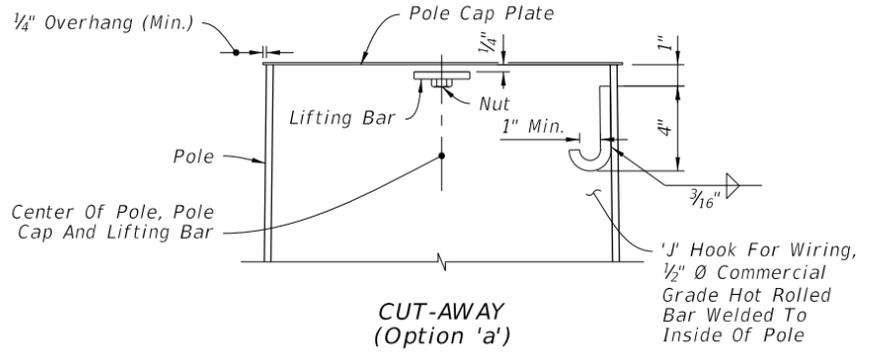


TOP VIEW (Option 'a')

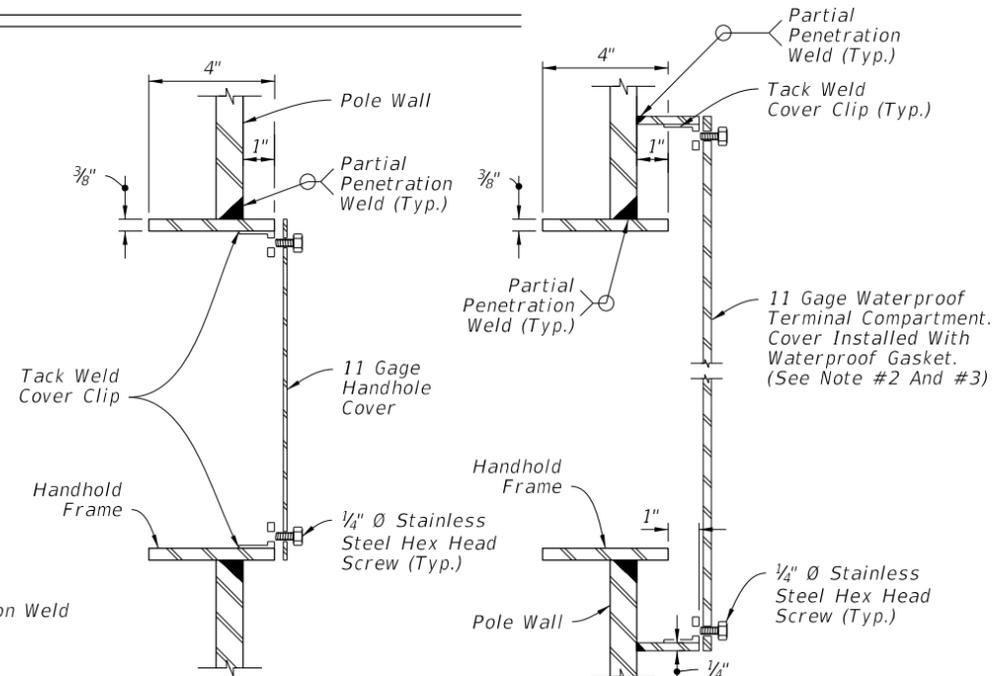
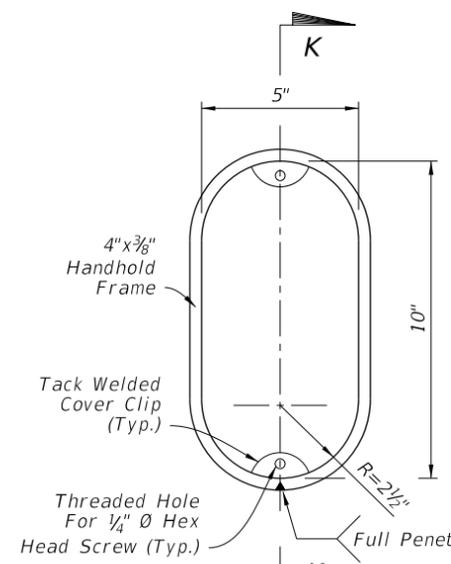
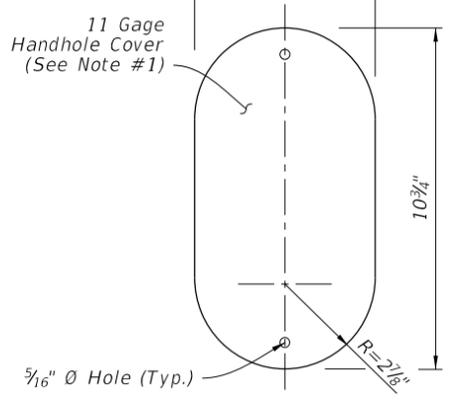
COVER

FRAME

SECTION J-J

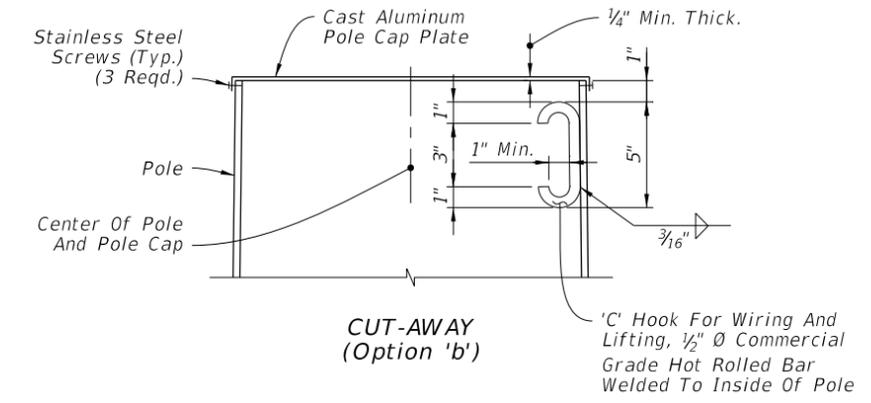


CUT-AWAY (Option 'a')



SECTION K-K (Thru Handhole)

SECTION K-K (Terminal Compartment)



CUT-AWAY (Option 'b')

COVER

FRAME

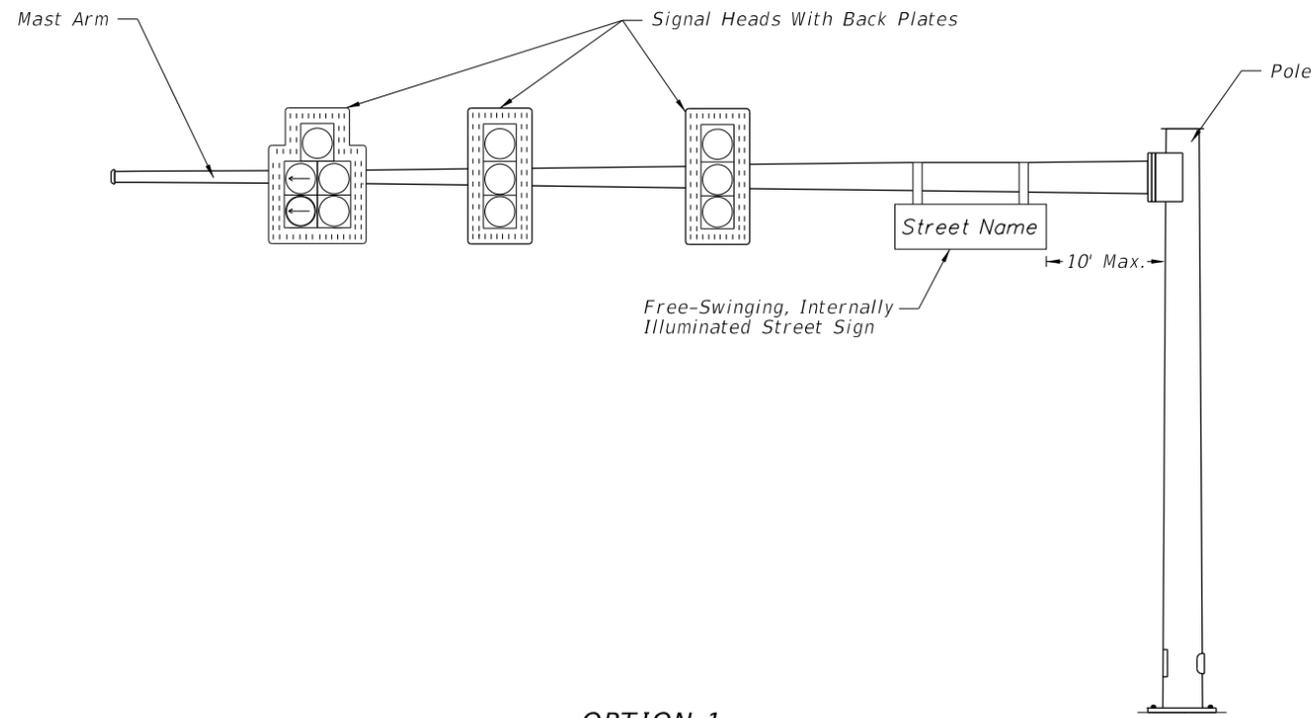
HANDHOLE

POLE TOP

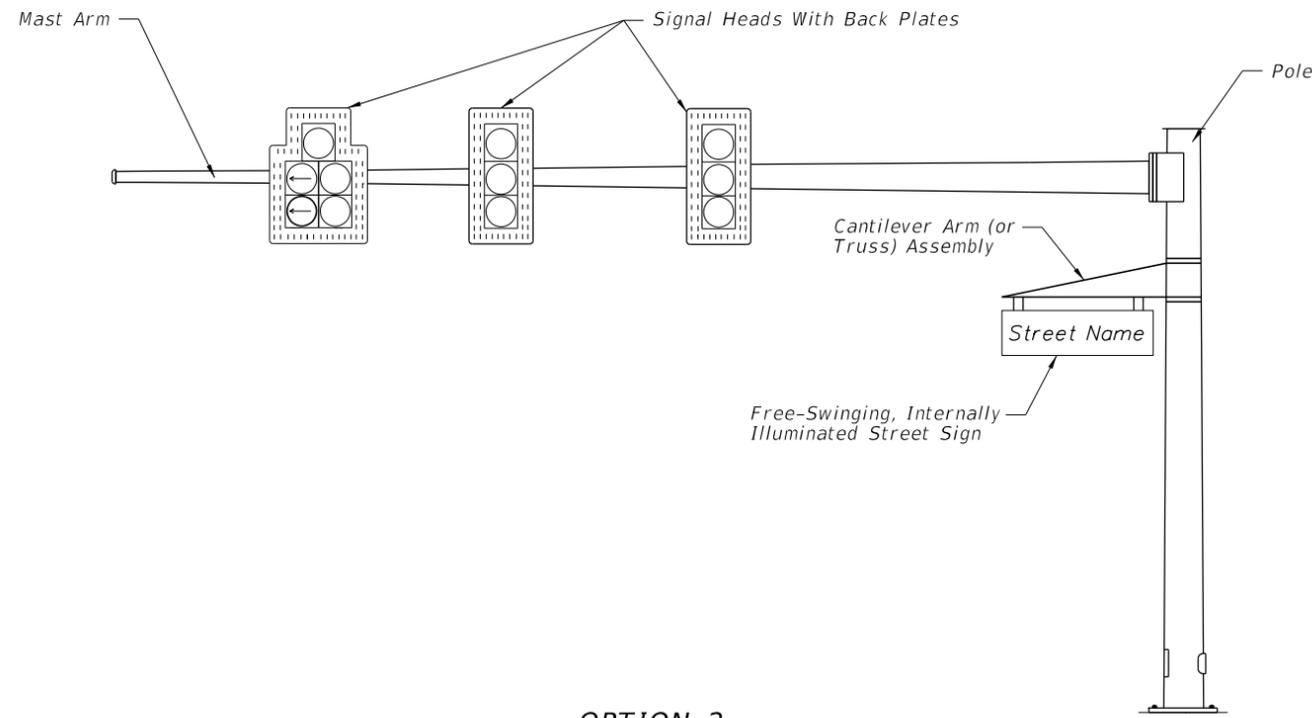
**HANDHOLD AND POLE TOP DETAILS**

12/3/2015 11:47:54 AM

LAST REVISION 07/01/15	REVISION	DESCRIPTION:	FY 2016-17 DESIGN STANDARDS	MAST ARM ASSEMBLIES	INDEX NO. 17745	SHEET NO. 6 of 6
---------------------------	----------	--------------	--------------------------------	---------------------	--------------------	---------------------

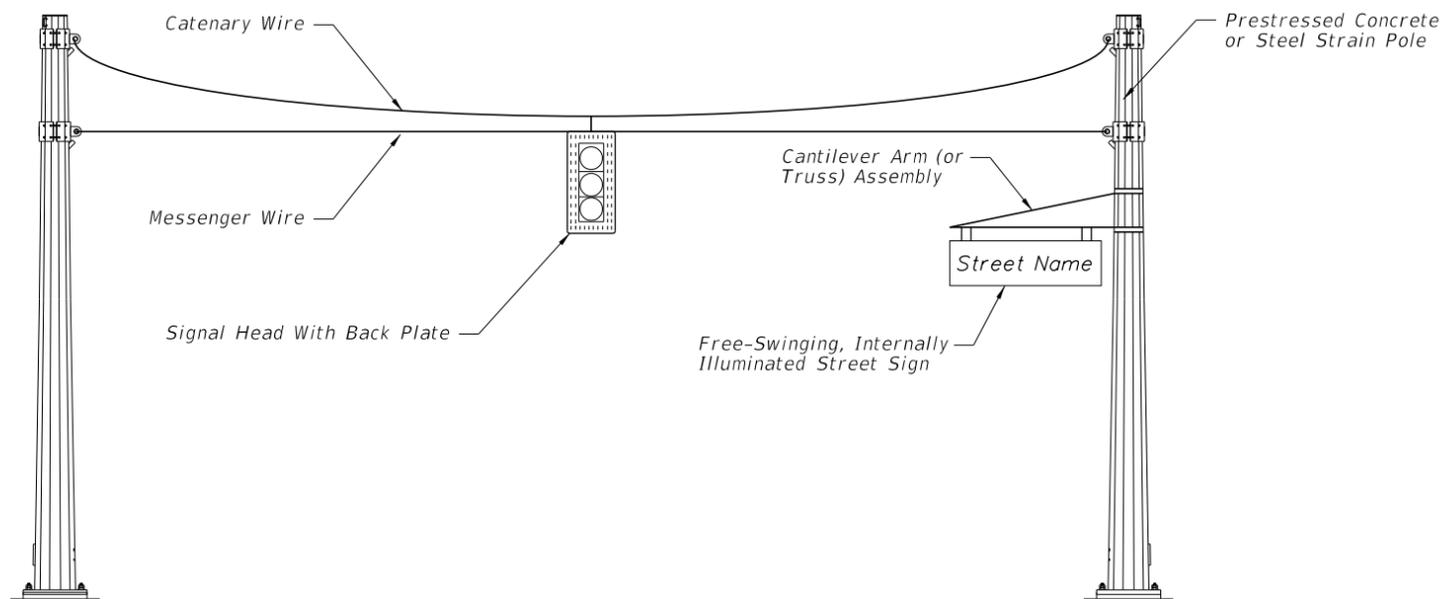


OPTION 1



OPTION 2

MAST ARM ASSEMBLY



SPAN WIRE ASSEMBLY

NOTES:

1. Free-swinging, internally-illuminated street signs shall only be installed on the signal pole for span wire assemblies. For mast arm assemblies the street sign may be installed on the arm or pole.
2. Free-swinging, internally-illuminated street signs shall meet the requirements of Section 700 of the Standard Specifications for Road and Bridge Construction.
3. Pole attachments and cantilever arm (or truss) assemblies may be accepted by Contractor certification provided the signs being supported meet the weight and area limitations included in Section 700 for "Acceptance by Certification".
4. Pole attachments and cantilever arm (or truss) assemblies supporting signs not meeting the weight or area limitations included in Section 700 for "Acceptance by Certification" require the submittal of structural calculations and Shop Drawings that have been prepared by and sealed by the Specialty Engineer.

12/22/2015 1:00:38 PM

LAST REVISION 07/01/14	REVISION	DESCRIPTION:	 FY 2016-17 DESIGN STANDARDS	FREE-SWINGING INTERNALLY-ILLUMINATED STREET SIGN ASSEMBLIES	INDEX NO. 17748	SHEET NO. 1 of 1
---------------------------	----------	--------------	--	--	--------------------	---------------------

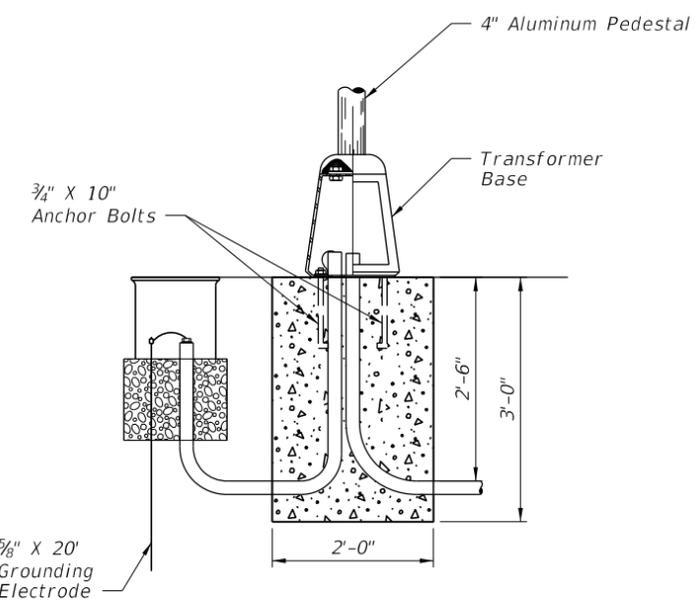
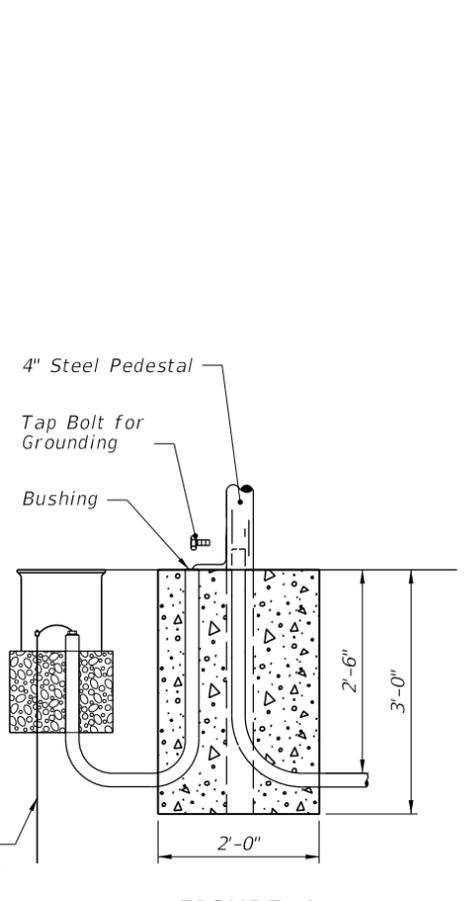
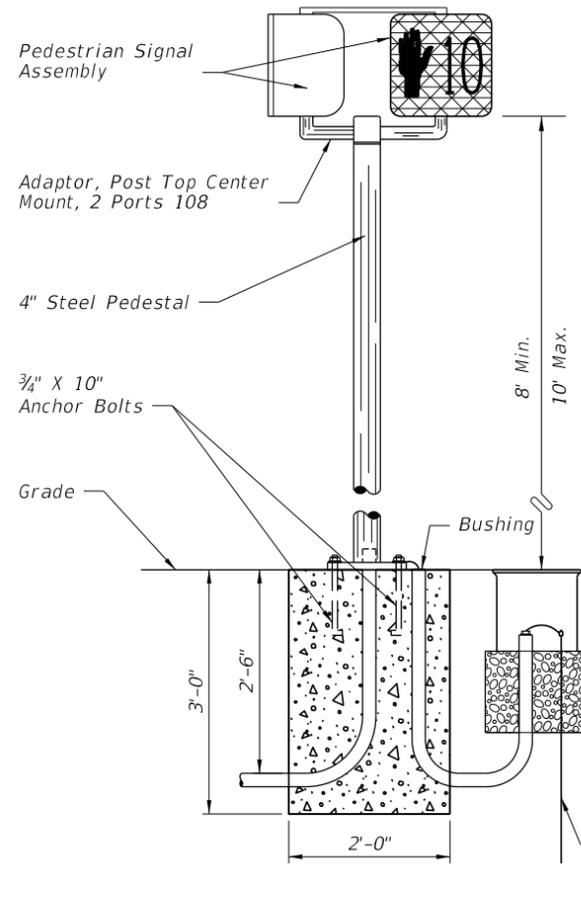


FIGURE A

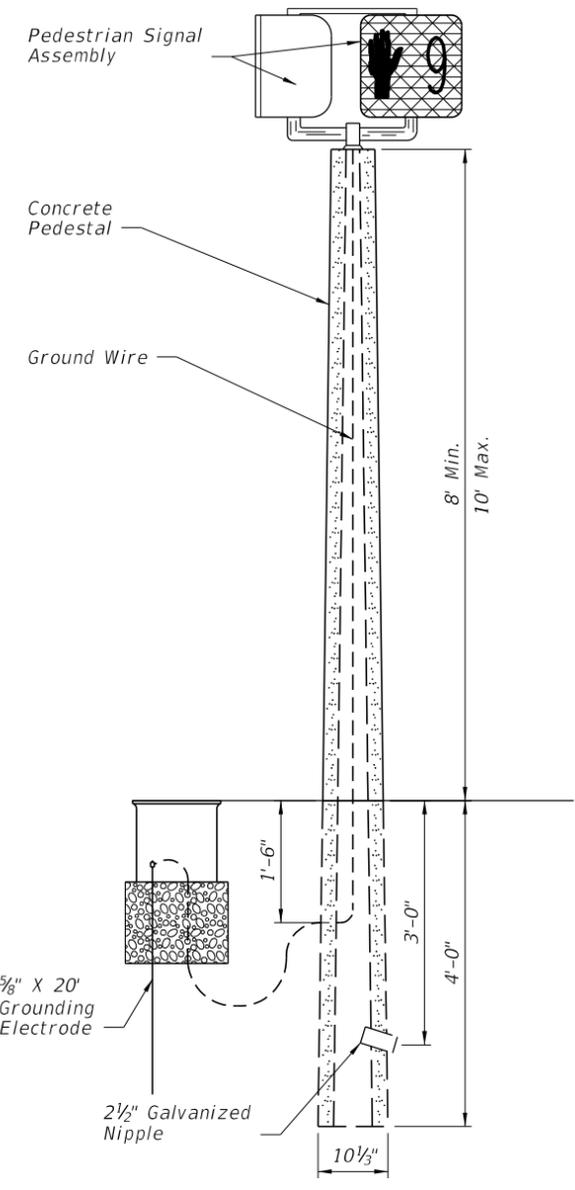


FIGURE B

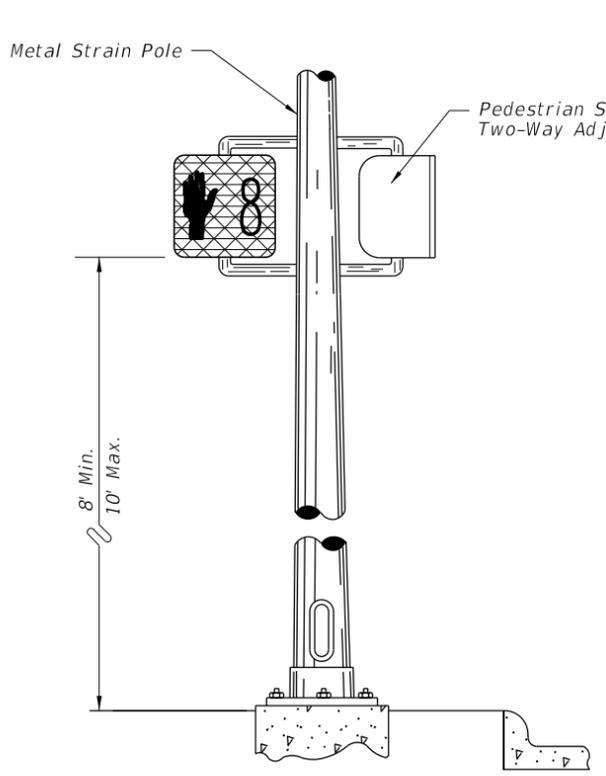


FIGURE C

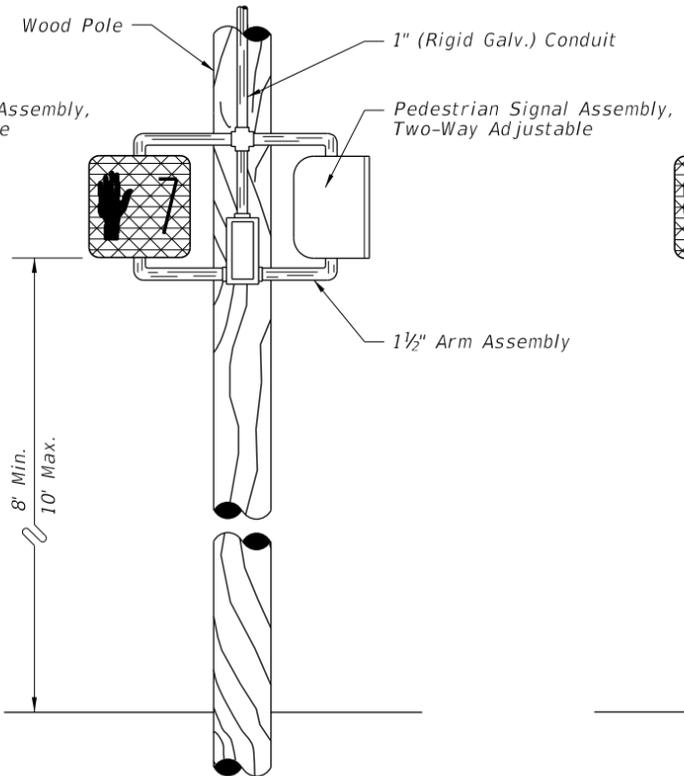


FIGURE D

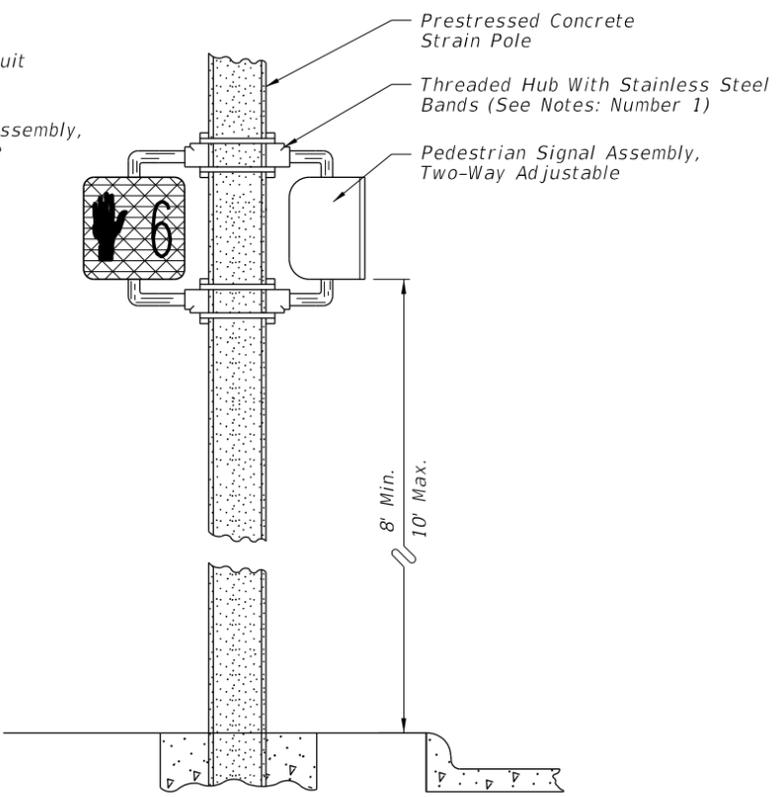


FIGURE E

**Notes:**

1. As an option, the contractor will be allowed to install pedestrian signals on concrete poles and pedestals with the use of lead anchors (two bolts same size per hub) in lieu of the stranded steel bands.
2. Holes drilled or punched in metal poles or pedestals shall be thoroughly reamed, cleaned of all burrs and covered with two (2) coats of zinc rich paint as specified in the standard specifications for road and bridge, construction. Grommets or bushings shall be installed in holes.
3. Meet all grounding requirements of Section 620 of the Standard Specifications.

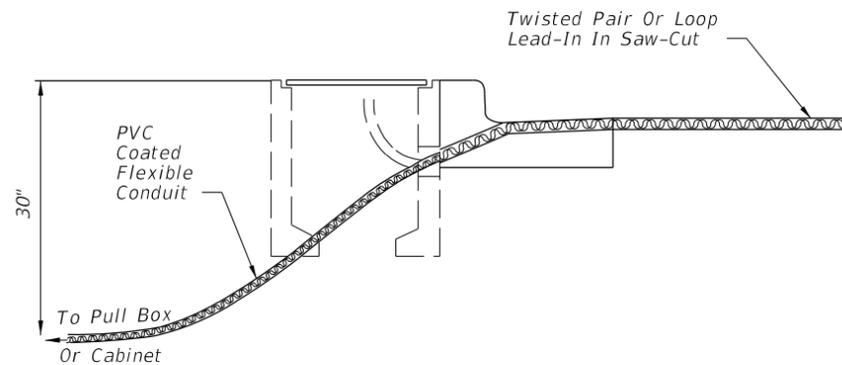
12/3/2015 11:47:58 AM

LAST REVISION 07/01/14	REVISION	DESCRIPTION:	 FY 2016-17 DESIGN STANDARDS	PEDESTRIAN CONTROL SIGNAL INSTALLATION DETAILS	INDEX NO. 17764	SHEET NO. 1 of 1
---------------------------	----------	--------------	---	---	--------------------	---------------------

**TWISTED PAIR AND LOOP LEAD-IN  
INSTALLATION WITH CURB & GUTTER**

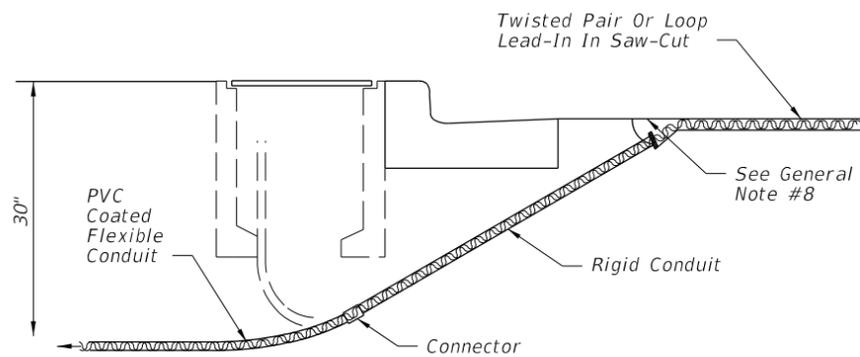
**ALTERNATIVE 1**

Drill A Hole Through The Curb At The Point Which The Required Saw-Cut Depth Is Obtained Just Prior To Cutting The Top Inside Edge Of The Curb. Slide A Section Of Flexible Conduit At Least 6" Into The Hole From The Back Side Of The Curb But Not Within 2" Of The Top Of The Hole. The Conduit Shall Fit Snug Within The Drilled Hole. Fill The Top Of The Hole With Loop Sealant To The Level Of The Curb Surface. A Nonmetallic Material Should Be Used To Prevent Excessive Loop Sealant From Entering The Flexible Conduit.



**ALTERNATIVE 2**

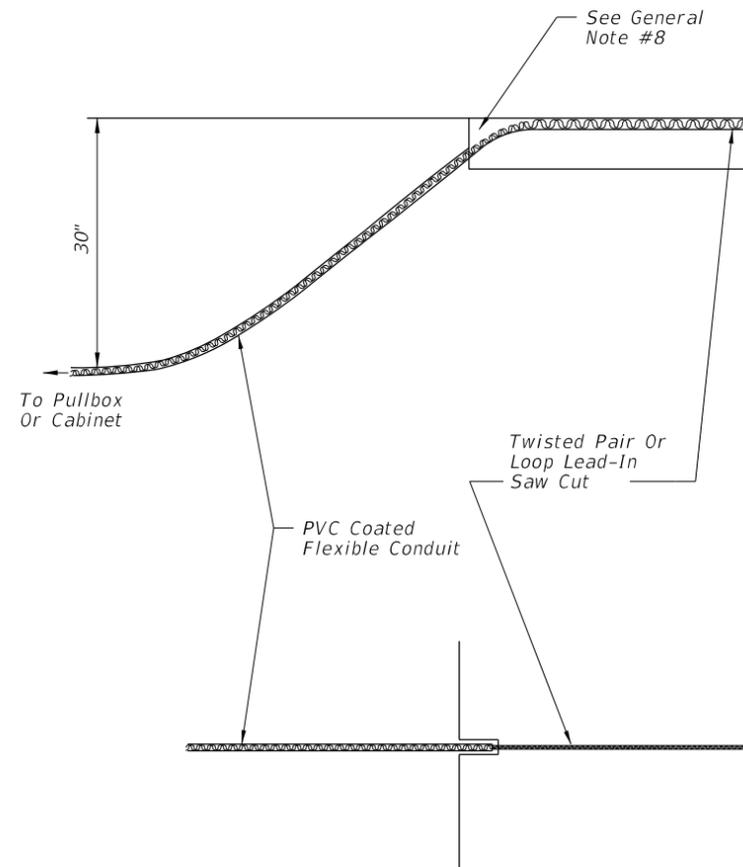
Drill A Hole 1/2" To 1" Larger In Diameter Than The Rigid Conduit To Be Used Through The Roadway Asphalt (Or Concrete) Surface And Base At An Appropriate Angle To Intercept The Trench Or Pull Box Hole. Place A Predetermined Length Of Rigid Conduit In The Hole And Drive The Conduit Into The Trench Or Hole. Install A Molded Bushing (Nonmetallic) On The Roadway End Of The Rigid Conduit. The Top Of The Rigid Conduit Shall Be Approximately 2" Below The Roadway Surface. Fill The Hole With Loop Sealant To The Level Of The Roadway Surface. A Nonmetallic Material Should Be Used To Prevent Excessive Loop Sealant From Entering The Rigid Conduit.



NOTE:  
Other alternatives may be approved by the State Traffic Operations Engineer.

**TWISTED PAIR AND LOOP LEAD-IN  
INSTALLATION WITHOUT CURB & GUTTER**

Cut A Slot In The Edge Of The Roadway Of Sufficient Size And Depth To Snugly Place The End Of The Flexible conduit. The End Of The Conduit Shall Be At Least 6" Into The Roadway And approximately 2" Below The Top Of The Roadway Surface. The Departure Angle Of The Conduit From The Roadway Shall Be 30° To 45°.



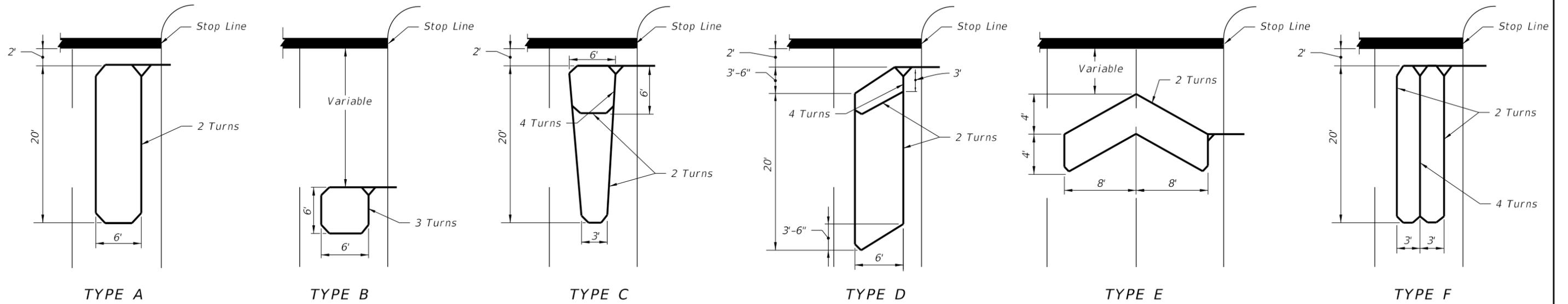
NOTE:  
Other alternatives may be approved by the State Traffic Operations Engineer.

**GENERAL NOTES**

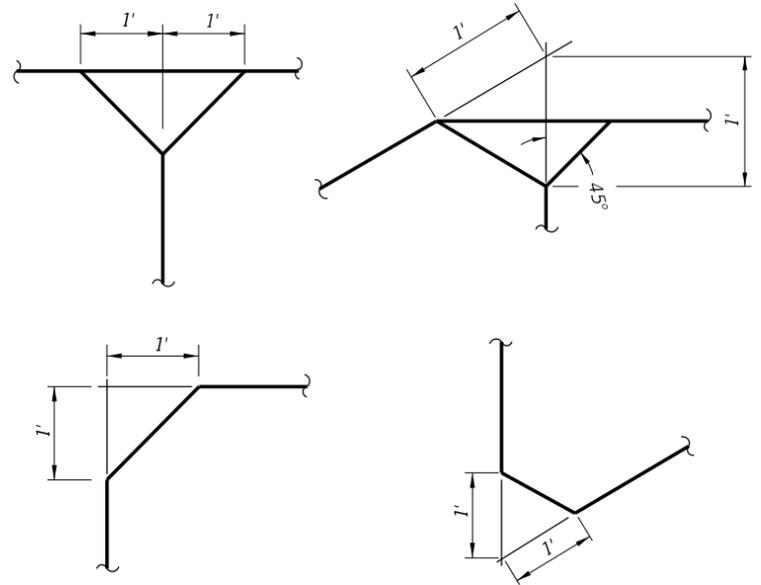
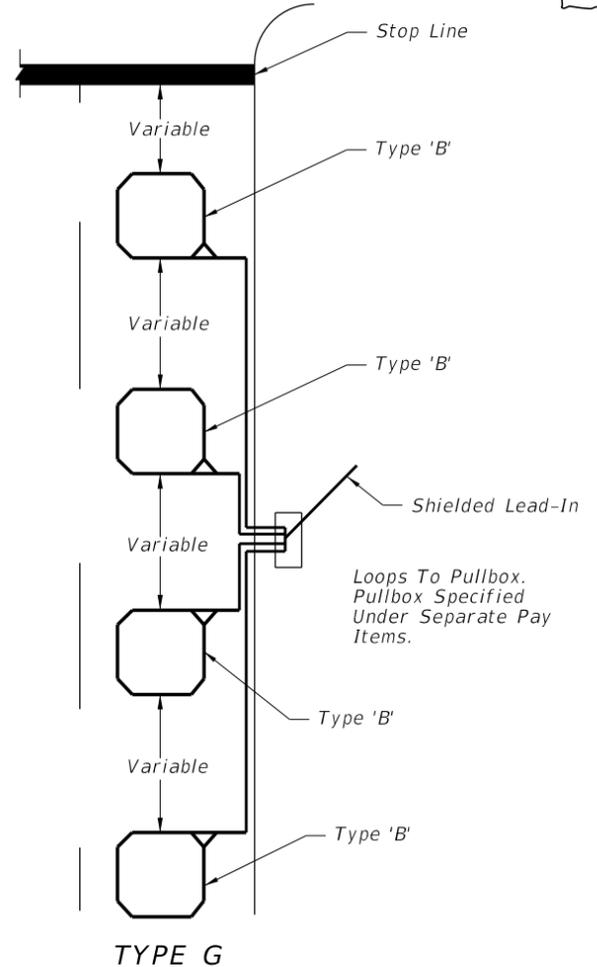
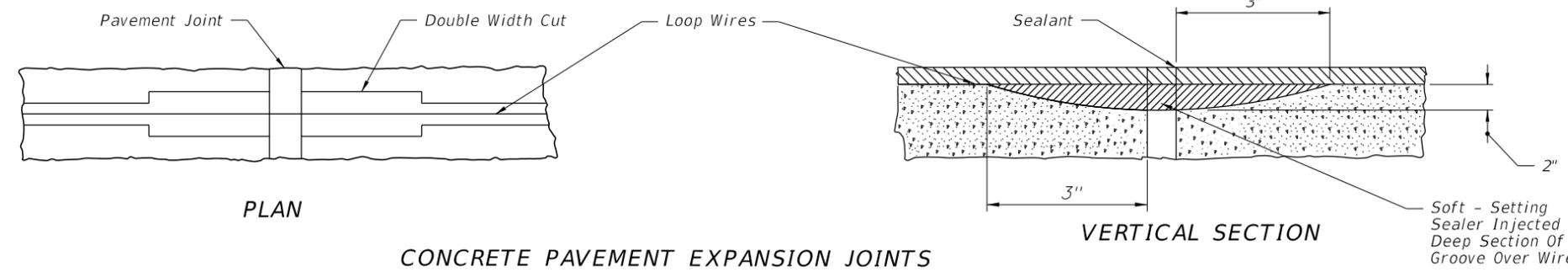
1. If the loop lead-in is 75' or less from the edge of the loop detector to controller cabinet, continue the twisted pair to the cabinet. If the loop lead-in is greater than 75' continue the twisted pair to the specified pullbox, splice to shielded lead-in wire and continue to the controller cabinet.
2. The width of all saw cuts shall be sufficient to allow unforced placement of loop wires or lead-in cables into the saw cut. The depth of all saw cuts, except across expansion joints, shall be 3" standard with a maximum of 4".
3. On resurfacing or new roadway construction projects, the loop wires and lead-in cables will be installed in the asphalt structural course prior to the placement of the final asphalt wearing course. The loop wires and lead-in cables shall be placed in a saw cut in the structural course. The depth of the cables below the top of the final surface shall comply with note 2.
4. A nonmetallic hold down material shall be used to secure loop wires and lead-ins to the bottom of saw-cuts. Hold down material shall be placed at approximately 12" intervals around loops and 24" intervals on lead-ins.
5. The minimum distance between the twisted pairs of loop lead-in wire is 6" from the loop to 12" from the pavement edge or curb.
6. Splice Connections in pull boxes with UL listed, watertight, insulated enclosures. Place one enclosure over the end of each conductor and place a third enclosure over the exposed end of the shielded cable.
7. As an alternate, a larger diameter enclosure that will accommodate both the splices of the conductors and the exposed end of the shielded cable may be used.
8. The maximum area of asphalt to be disturbed shall be 6"x 6". This area shall be restored as directed by the Engineer.

12/3/2015 11:47:59 AM

LAST REVISION 01/01/16	REVISION	DESCRIPTION:
---------------------------	----------	--------------



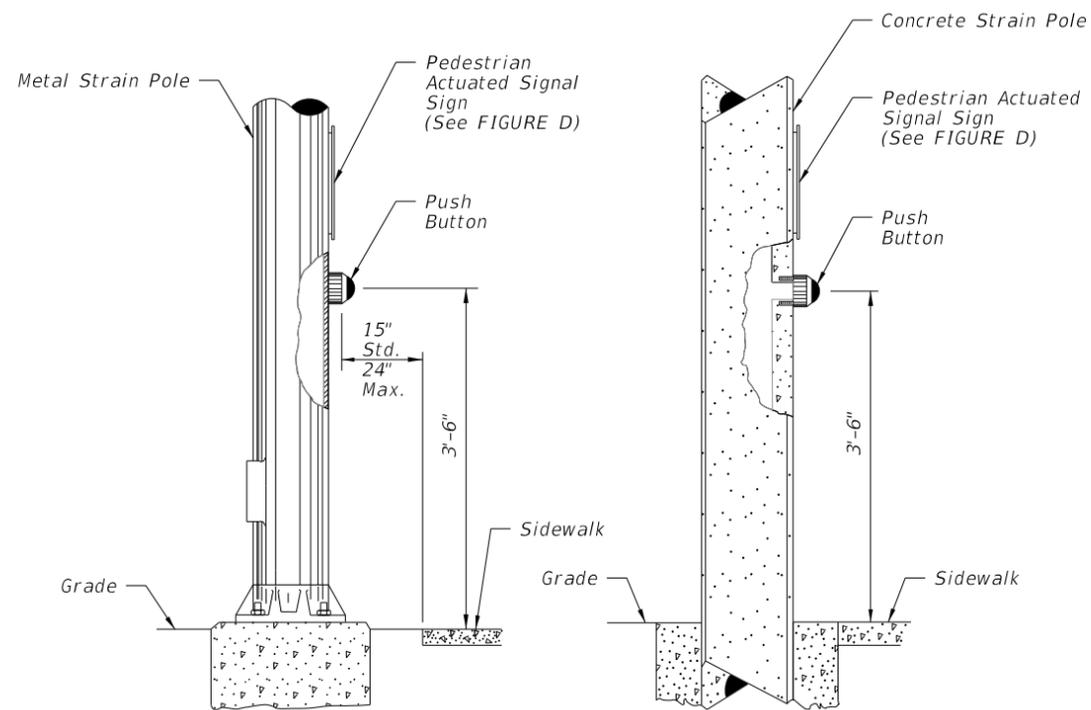
Note:  
Loop conductors must follow saw-cut to bottom forming slack section at joint.



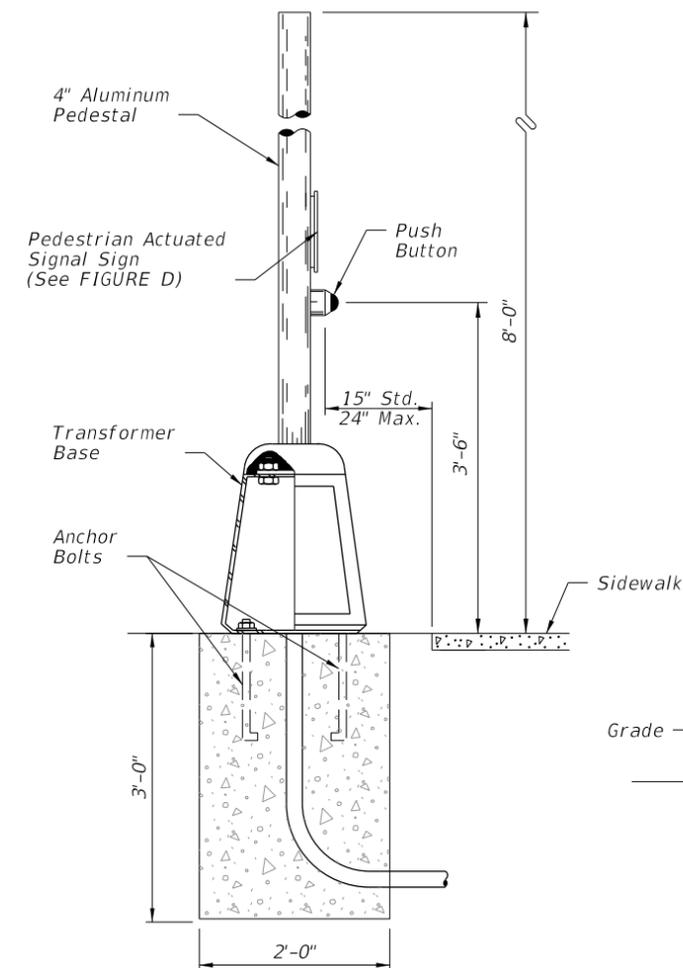
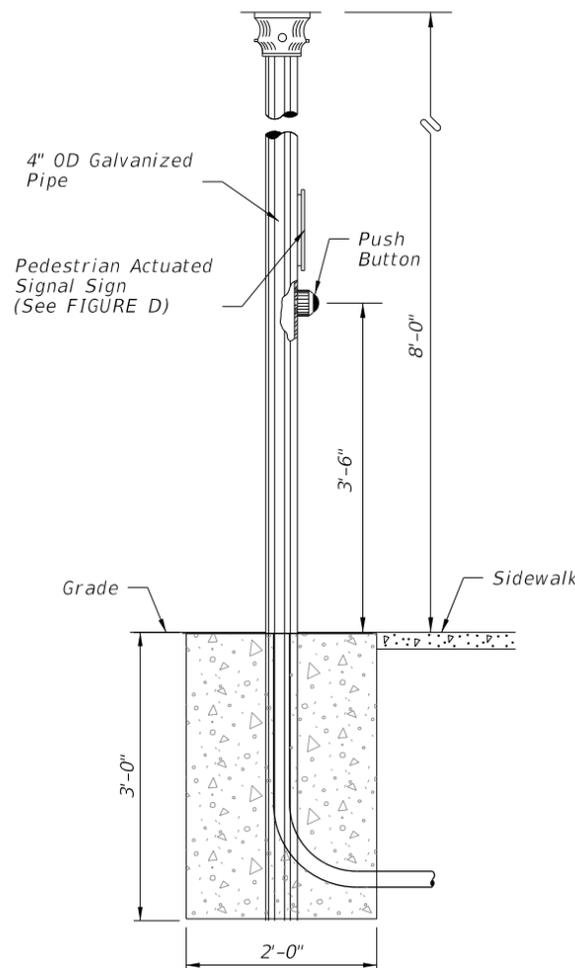
- Notes:
1. The "number of turns" indicated at the specified point on the loop refers to the number of passes of loop wires which are placed in the saw-cut forming the complete loop.
  2. Loop types or details not drawn to scale.
  3. Loop Types are centered in a single lane except Type E which is centered on two lanes.
  4. The number of individual loops in the Type G loop may vary up to a maximum of four (4).
  5. Lead-in may be connected to either end of loop.
  6. The leading edge of loop Types A,C,D,& F may extend past the stop line a maximum of 10'. The length of these loops may be extended to a maximum of 60'. Each intersection should be individually designed and if the modifications noted above is required it must be noted or detailed in the plans.
  7. Loop lead-in wires should not be installed in the same pull box with signal power cable.

12/3/2015 11:47:59 AM

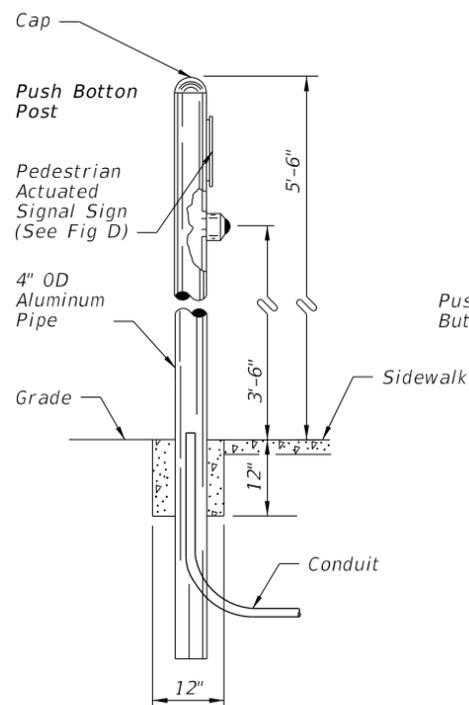
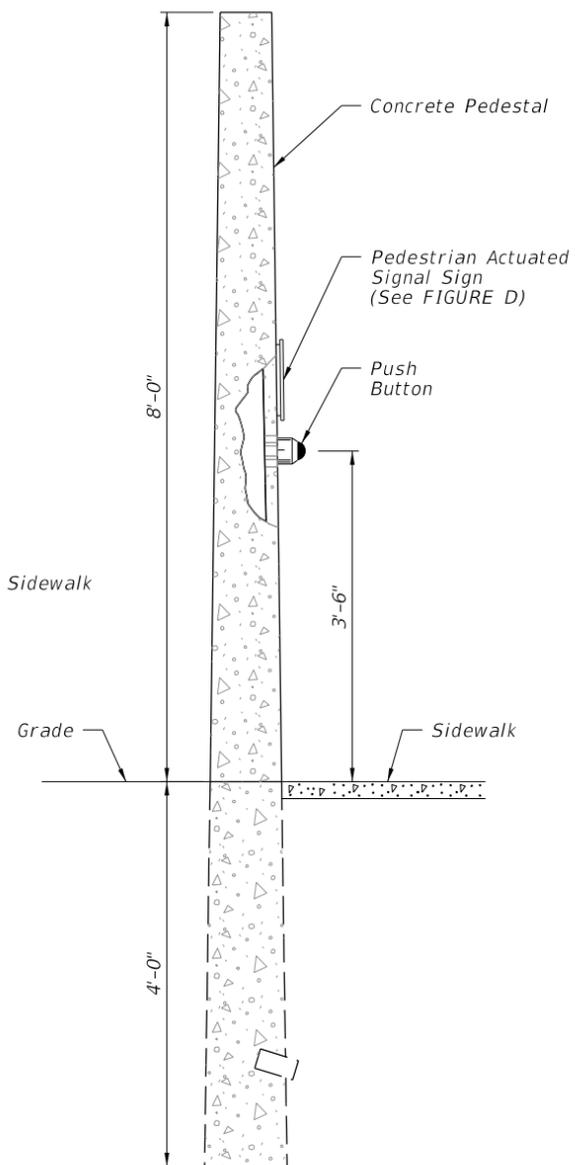
LAST REVISION 07/01/00	DESCRIPTION:	 FY 2016-17 DESIGN STANDARDS	VEHICLE LOOP INSTALLATION DETAILS	INDEX NO. 17781	SHEET NO. 2 of 2
---------------------------	--------------	------------------------------------	-----------------------------------	--------------------	---------------------



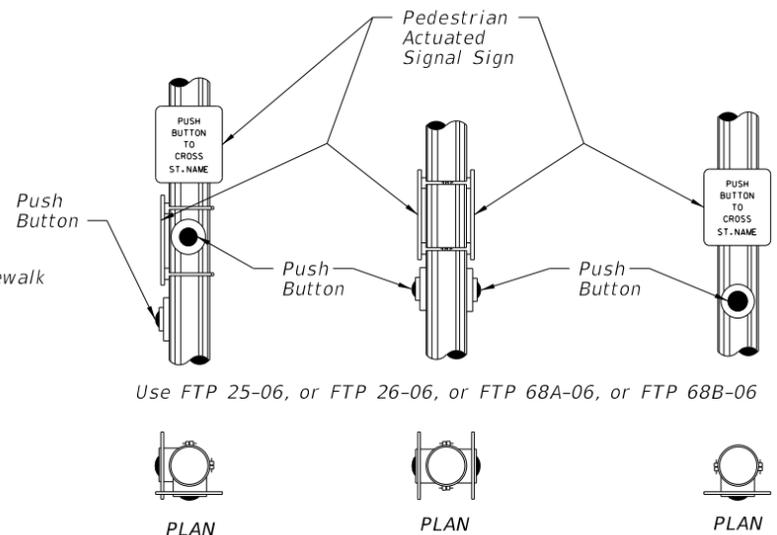
**FIGURE A  
POLE MOUNTED  
DETECTOR STATION**



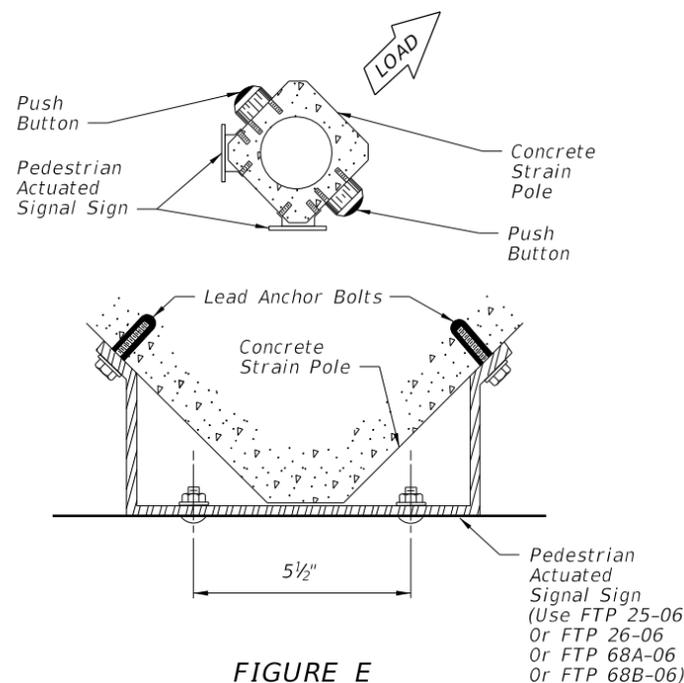
**FIGURE B  
PEDESTAL STATION  
DETECTOR STATION**



**FIGURE C  
POST DETECTOR STATION  
DETECTOR STATION**



**FIGURE D**



**FIGURE E**

**Notes:**

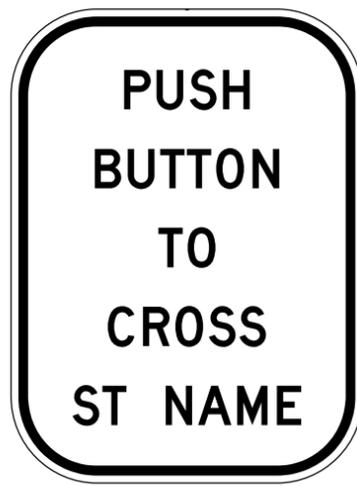
1. Payment for sign is included in the price for the pedestrian detector.
2. Signs shall be mounted above detectors, explaining their purpose and use.
3. The positioning of pedestrian push button should clearly indicate which crosswalk signal is actuated by each push button.
4. Push buttons and signs are to be mounted in accordance with Standard Specifications, section 665.
5. Meet all grounding requirements of Section 620 of the Standard Specifications.
6. A 30"X48" maneuvering area is required on each push button.

**Note To Designers:**

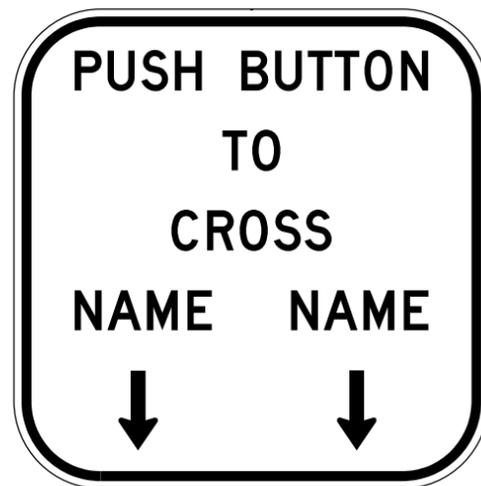
The designer should ensure the distance to the Push Button in FIGURE A & B is maintained. This distance can vary depending on post or pedestal type or whether a frangible base is used and sidewalk configuration. This is specified to meet Americans with Disabilities Act.

12/3/2015 11:48:00 AM

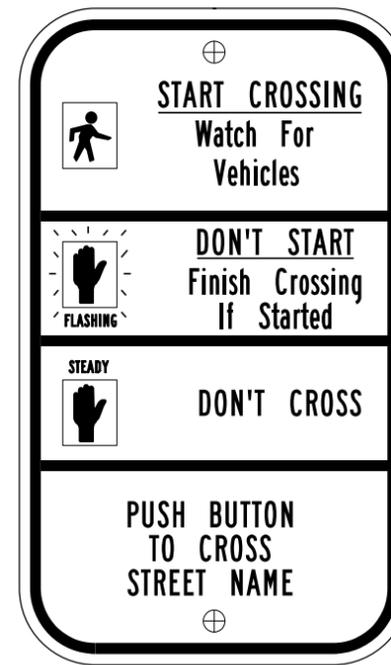
LAST REVISION 07/01/15	REVISION	DESCRIPTION:	 <b>FY 2016-17 DESIGN STANDARDS</b>	<b>PEDESTRIAN DETECTOR ASSEMBLY INSTALLATION DETAILS</b>	INDEX NO. <b>17784</b>	SHEET NO. <b>1 of 2</b>
---------------------------	----------	--------------	--	--	---------------------------	----------------------------



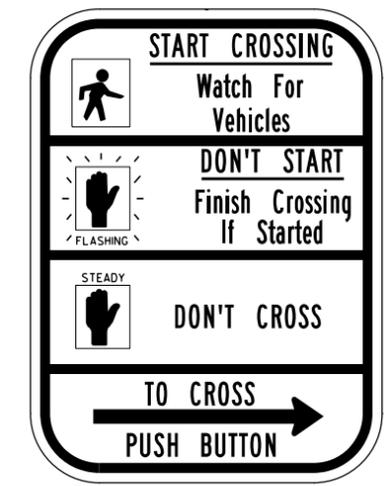
FTP-25-06



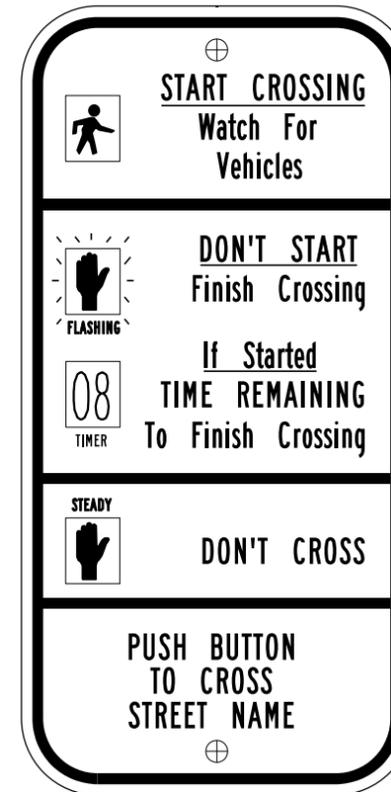
FTP-26-06



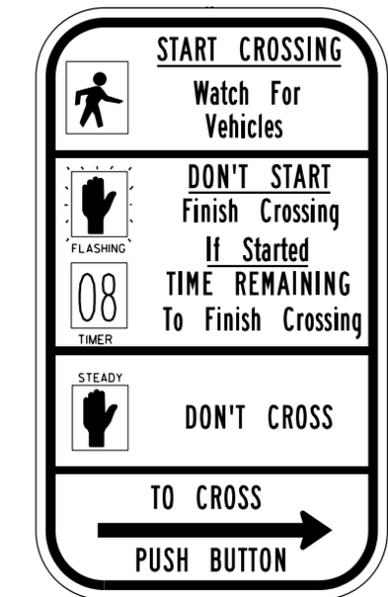
FTP-68A-06



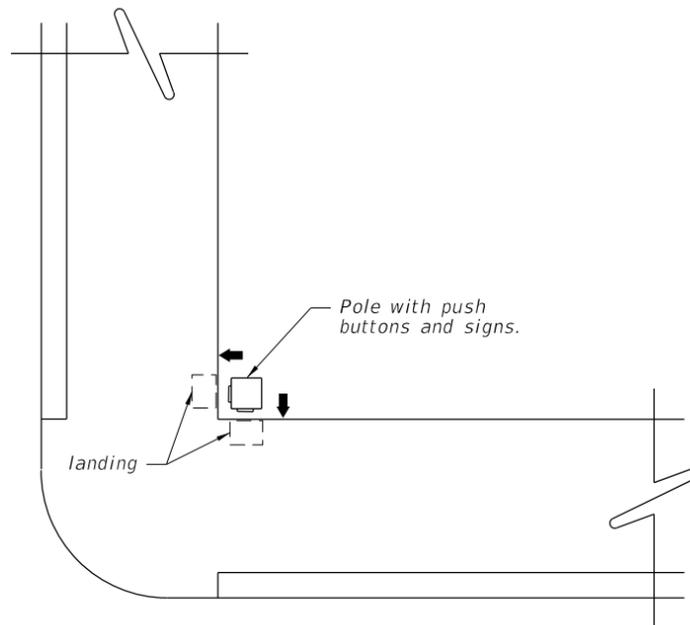
R10-3b  
(Use Only for Case I)



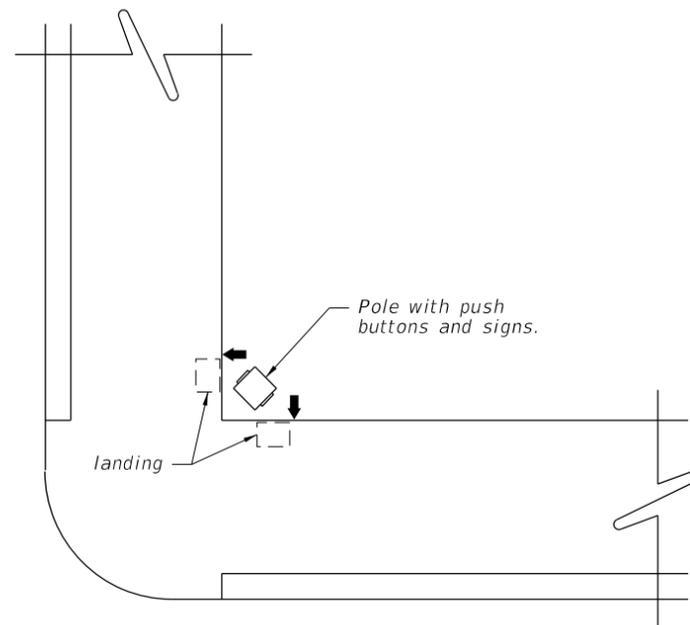
FTP-68B-06



R10-3e  
(Use Only for Case I)



CASE I  
POLE PARALLEL TO CURBLINE  
ALTERNATE TO FIGURE E



CASE II  
POLE DIAGONAL TO CURBLINE  
ALTERNATE TO FIGURE E

NOTE:  
1. Refer to the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES figure 2B-26 Pedestrian Signs, The STANDARD HIGHWAY SIGNS MANUAL (English) Sign R10-3b for Text Size, Spacing and Symbol size. Also see DESIGN STANDARDS Index 17355 for details of FTP signs.

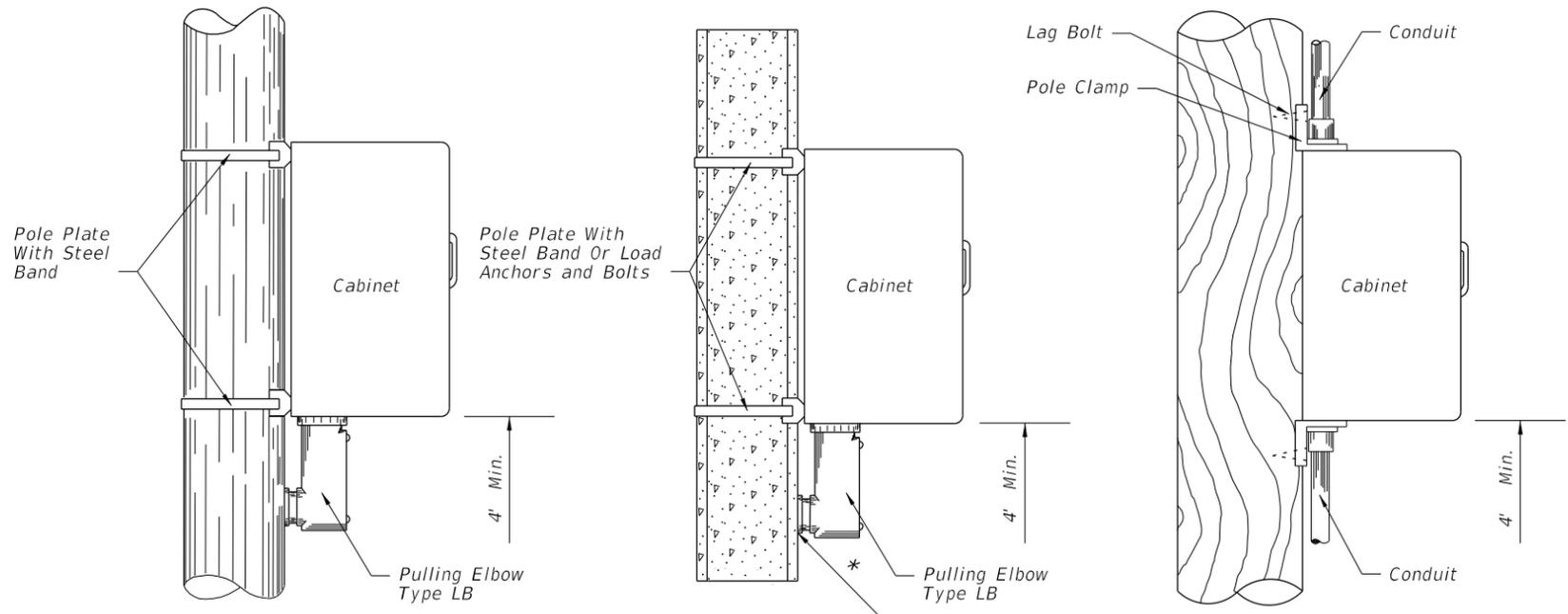
12/3/2015 11:48:01 AM

LAST REVISION 07/01/12	DESCRIPTION:
---------------------------	--------------

FDOT  
FY 2016-17  
DESIGN STANDARDS

PEDESTRIAN DETECTOR ASSEMBLY  
INSTALLATION DETAILS

INDEX NO. 17784	SHEET NO. 2 of 2
--------------------	---------------------

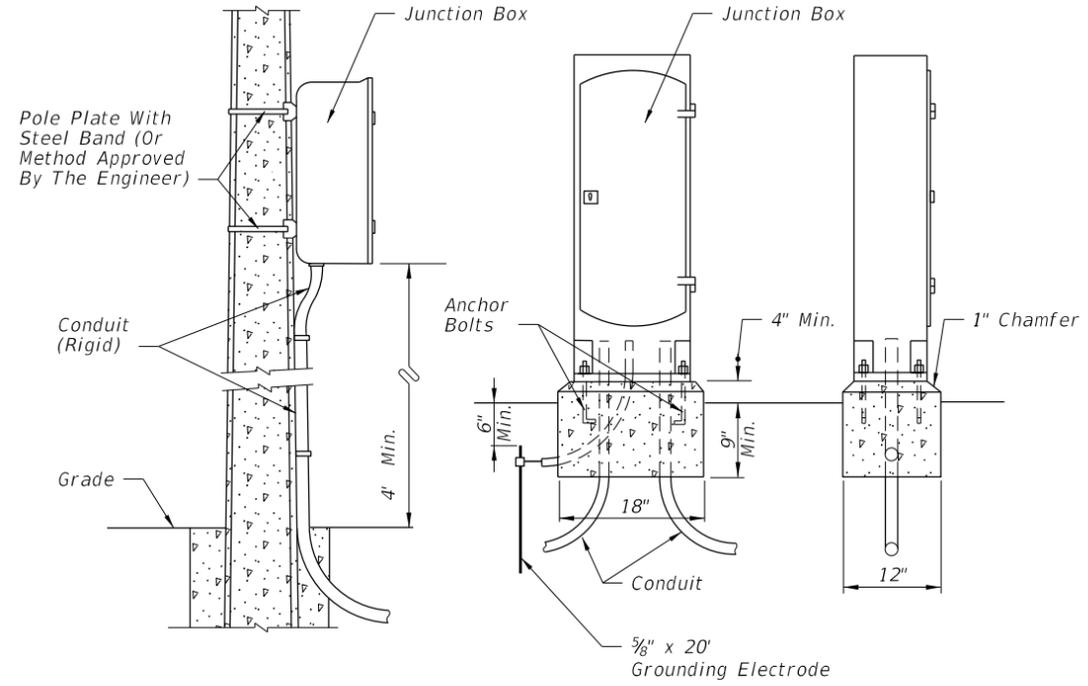


METAL POLE

CONCRETE POLE  
POLE MOUNTED CABINET

WOOD POLE

\* When a pole mounted cabinet is specified the 2½" hole for the cabinet shall be field drilled.



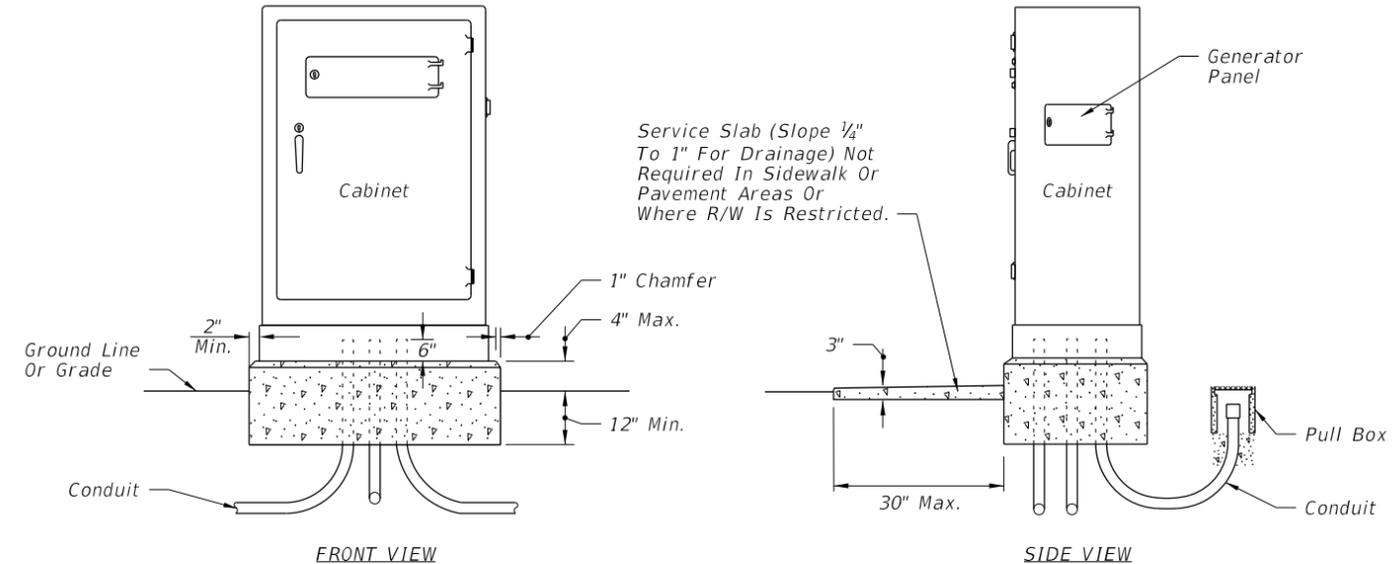
POLE MOUNTED

BASE MOUNTED

INTERCONNECT JUNCTION BOX

Liquidtight flexible conduit is approved for use from the electrical disconnect to the cabinet when both are installed on the same pole.

\* If holes for cabinet mounting require relocation, original holes shall be filled in with concrete or covered with a noncorrosive cover plate.



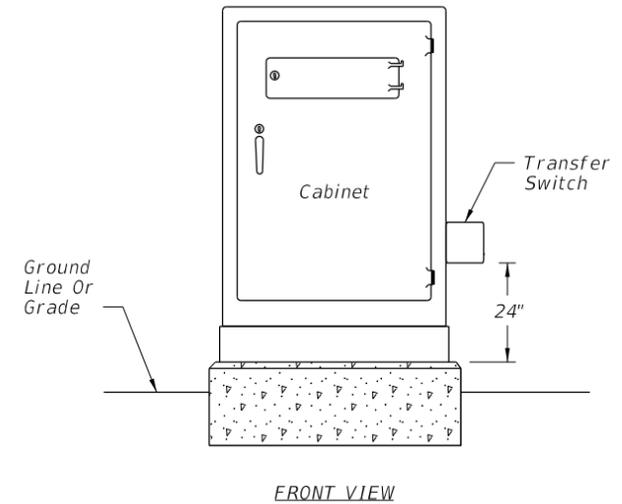
FRONT VIEW

SIDE VIEW

Notes:

1. The number, size and orientation of conduit sweep will vary according to site condition or locations. Two spare 2" PVC conduits shall be provided in all bases. The spares shall exit in the direction of the center rear of the cabinet base, into a pullbox and capped with a weathertight fitting. If obstructions prevent the spare conduit from exiting to the rear, or the rear of the cabinet is located on the R/W line, a side exit of the spare conduits will have to be approved by the project engineer. All spare conduit sweeps shall be capped with a weatherproof fitting.
2. Meet all grounding requirements of the Standard Specifications 620.
3. New Controller Cabinet installation shall meet the requirements of the Standard Specifications 676.

NEW CONTROLLER CABINET

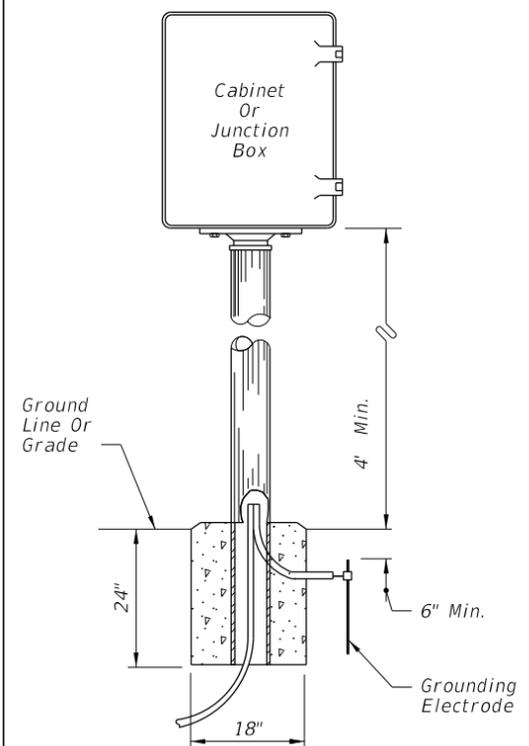


FRONT VIEW

Notes:

1. Existing controller cabinets to be retrofitted shall meet the requirements of the Standard Specifications 678.
2. The signalized intersection controller cabinet retrofit installation procedures are located at: [http://www.dot.state.fl.us/TrafficOperations/Doc\\_Library/Doc\\_Library.shtm](http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm) for Generator Power for Signalized Intersection

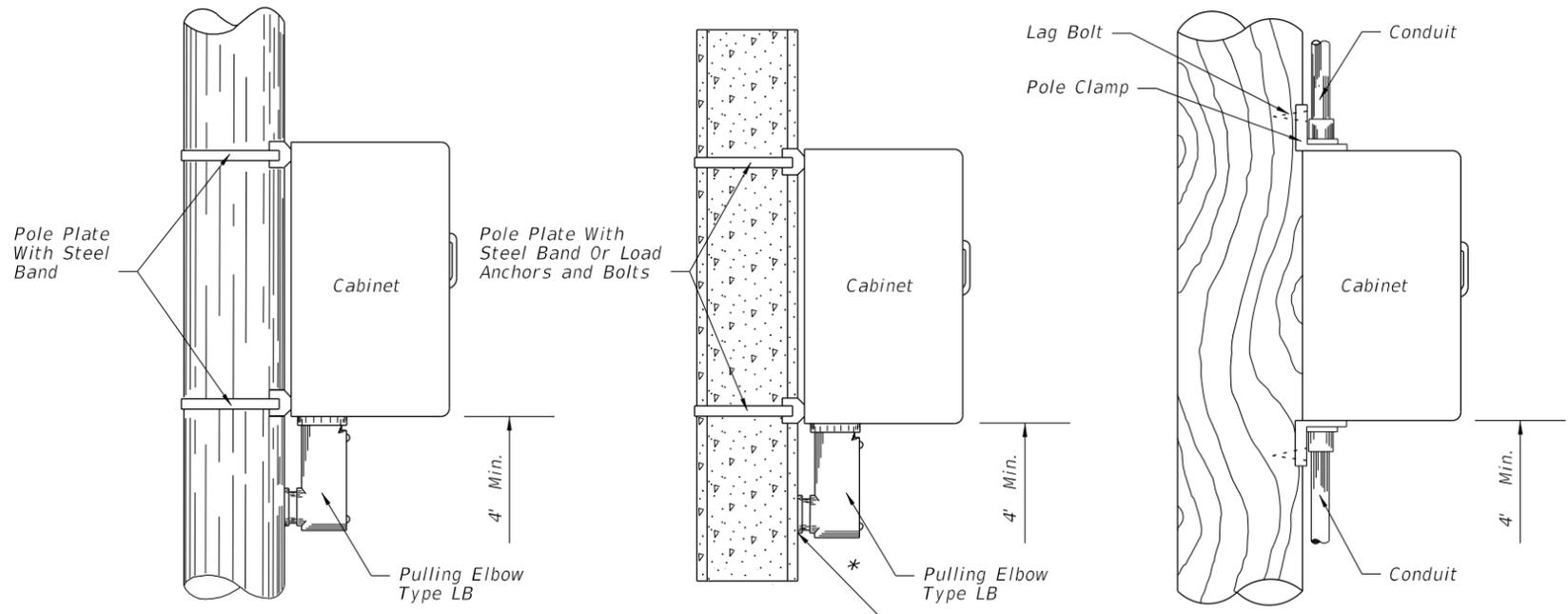
EXISTING CONTROLLER CABINET



PEDESTAL MOUNTED

12/3/2015 11:48:02 AM

LAST REVISION 12/15/14	REVISION	DESCRIPTION:	 FY 2016-17 DESIGN STANDARDS	CABINET INSTALLATION DETAILS	INDEX NO. 17841	SHEET NO. 1 of 1
---------------------------	----------	--------------	------------------------------------	------------------------------	--------------------	---------------------

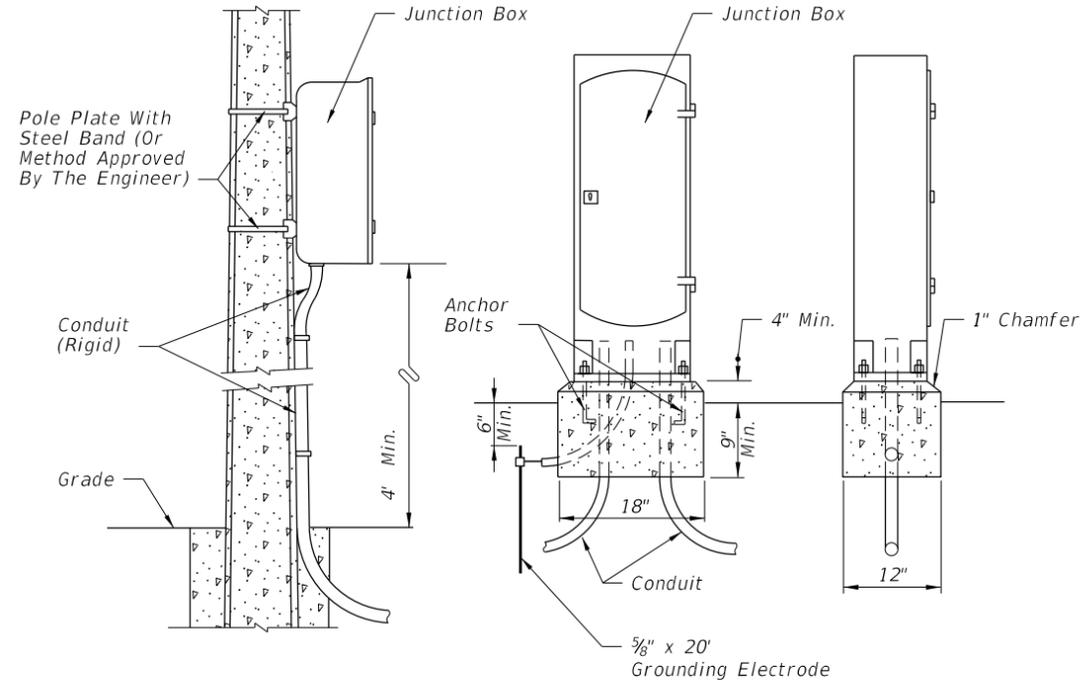


METAL POLE

CONCRETE POLE  
POLE MOUNTED CABINET

WOOD POLE

\* When a pole mounted cabinet is specified the 2½" hole for the cabinet shall be field drilled.



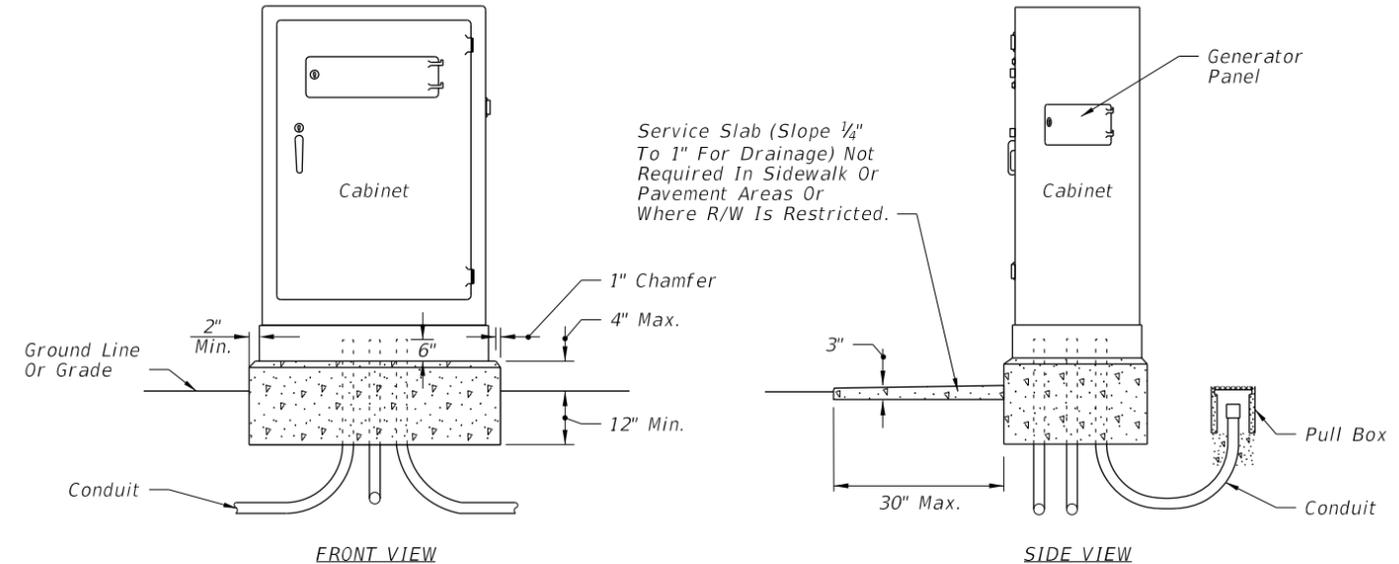
POLE MOUNTED

BASE MOUNTED

INTERCONNECT JUNCTION BOX

Liquidtight flexible conduit is approved for use from the electrical disconnect to the cabinet when both are installed on the same pole.

\* If holes for cabinet mounting require relocation, original holes shall be filled in with concrete or covered with a noncorrosive cover plate.



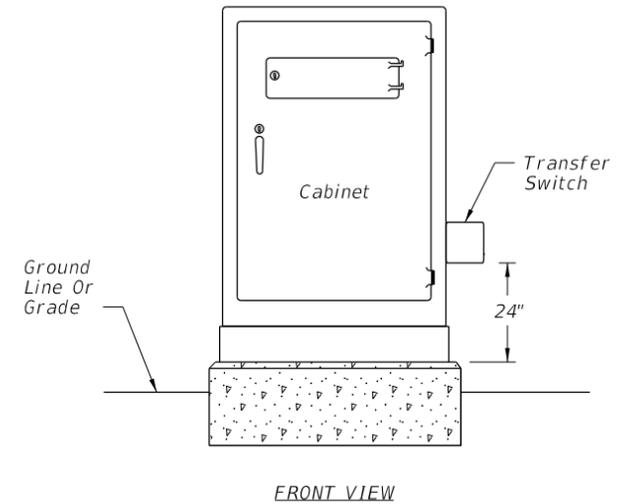
FRONT VIEW

SIDE VIEW

Notes:

1. The number, size and orientation of conduit sweep will vary according to site condition or locations. Two spare 2" PVC conduits shall be provided in all bases. The spares shall exit in the direction of the center rear of the cabinet base, into a pullbox and capped with a weathertight fitting. If obstructions prevent the spare conduit from exiting to the rear, or the rear of the cabinet is located on the R/W line, a side exit of the spare conduits will have to be approved by the project engineer. All spare conduit sweeps shall be capped with a weatherproof fitting.
2. Meet all grounding requirements of the Standard Specifications 620.
3. New Controller Cabinet installation shall meet the requirements of the Standard Specifications 676.

NEW CONTROLLER CABINET

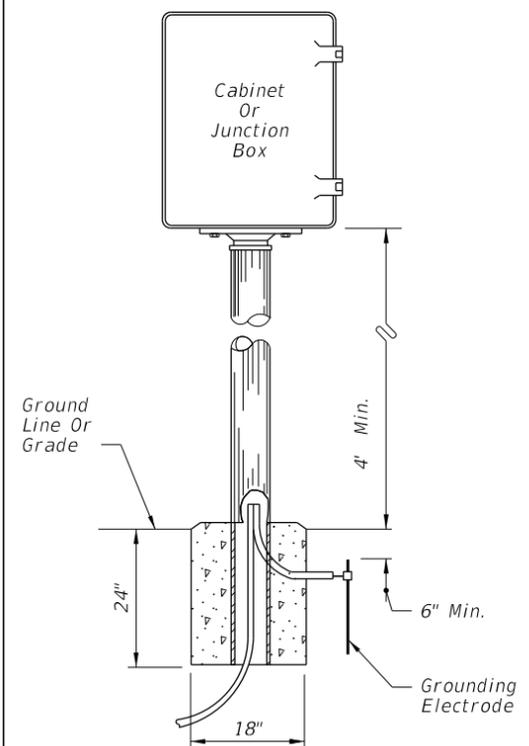


FRONT VIEW

Notes:

1. Existing controller cabinets to be retrofitted shall meet the requirements of the Standard Specifications 678.
2. The signalized intersection controller cabinet retrofit installation procedures are located at: [http://www.dot.state.fl.us/TrafficOperations/Doc\\_Library/Doc\\_Library.shtm](http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm) for Generator Power for Signalized Intersection

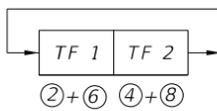
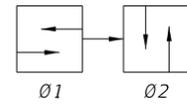
EXISTING CONTROLLER CABINET



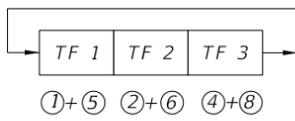
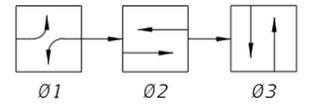
PEDESTAL MOUNTED

12/3/2015 11:48:02 AM

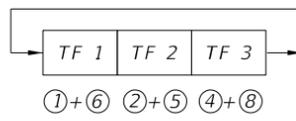
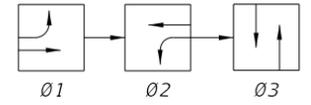
LAST REVISION 12/15/14	REVISION	DESCRIPTION:	 FY 2016-17 DESIGN STANDARDS	CABINET INSTALLATION DETAILS	INDEX NO. 17841	SHEET NO. 1 of 1
---------------------------	----------	--------------	------------------------------------	------------------------------	--------------------	---------------------



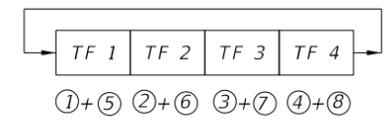
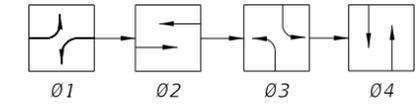
SOP 1



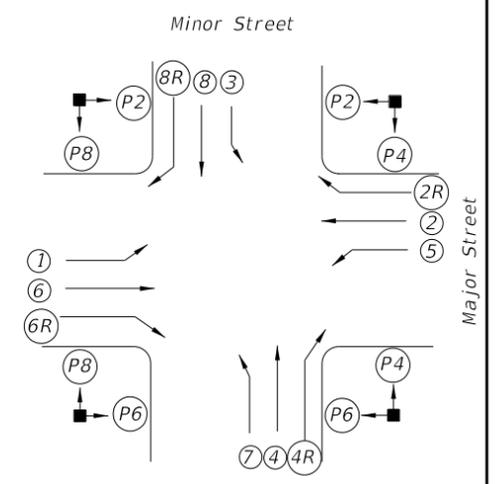
SOP 2



SOP 3



SOP 4

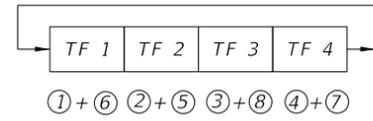
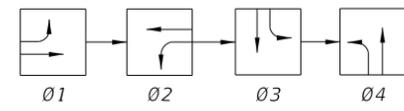


**SIGNALIZED INTERSECTION**

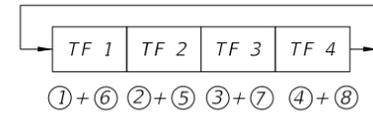
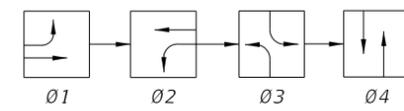
Vehicle movements & signal head number assignments are not directionally oriented but shall maintain their relative orientation about the intersection (I.E., movements 7 and 4 are always to the right of movements 1 and 6 etc.).

**LEGEND**

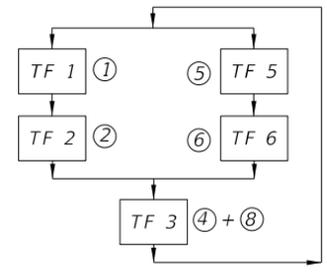
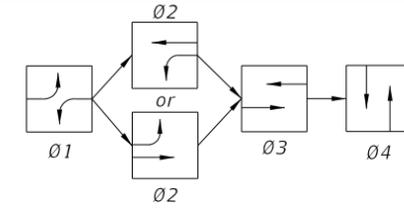
- (X) Vehicle Movement Number
- (PX) Pedestrian Movement Number
- TF X Timing Function Number
- ØX Phase Number
- ↔ Green Arrow (Left or Right)
- ↔R Red Arrow
- ↔ Yellow Arrow



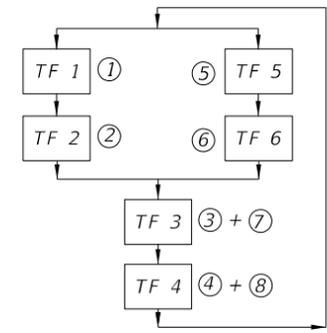
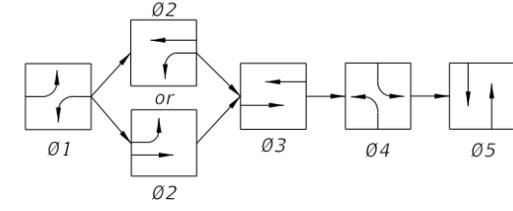
SOP 5



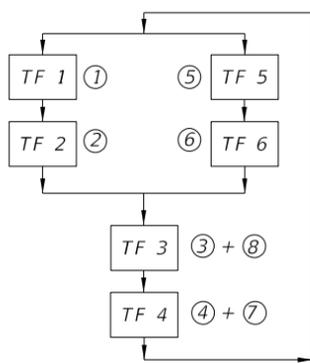
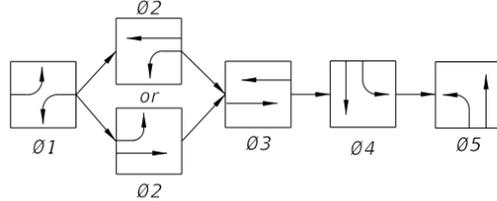
SOP 6



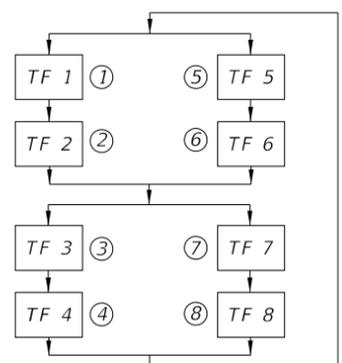
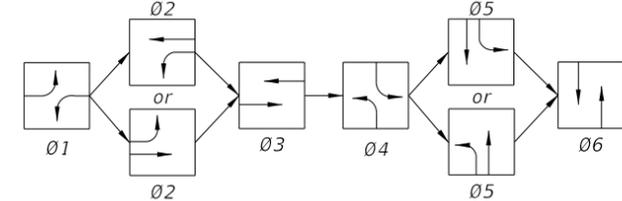
SOP 7



SOP 8



SOP 9



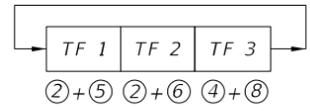
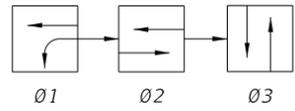
SOP 10

**SIGNAL CLEARANCE TABLE**  
(Blank Indicates No Clearance Required)

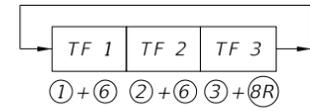
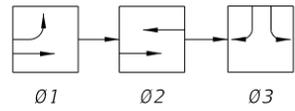
From / To		SIGNAL INDICATIONS						
		R	↔	G	↔	↔	WALK	DONT WALK
SIGNAL INDICATIONS	R			Y	↔	Y		
	↔			Y	↔	Y		
	G				↔			
	↔							
	↔							
	WALK							
	DONT WALK						Flash DONT WALK	

12/3/2015 11:48:03 AM

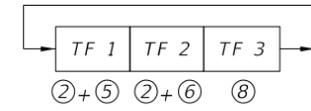
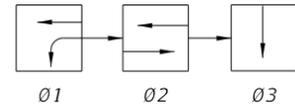
LAST REVISION 07/01/05	REVISION	DESCRIPTION:
---------------------------	----------	--------------



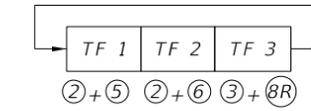
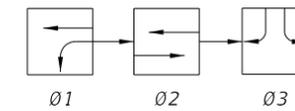
SOP 11



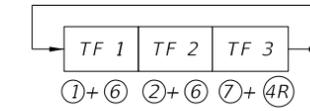
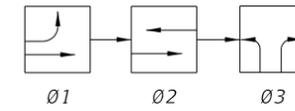
SOP 12



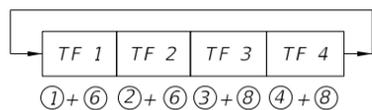
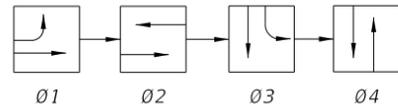
SOP 13  
(ONE- WAY STREET INTERSECTION)



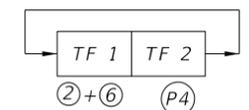
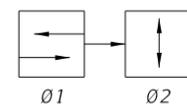
SOP 14  
(DIAMOND INTERCHANGE OPERATION)



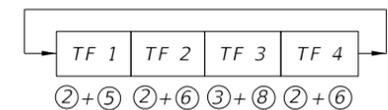
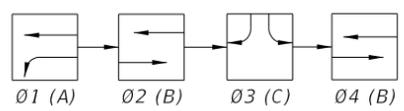
SOP 15  
(DIAMOND INTERCHANGE OPERATION)



SOP 16

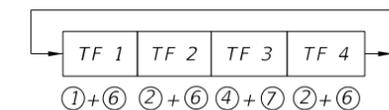
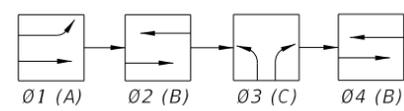


SOP 17  
(MIDBLOCK)



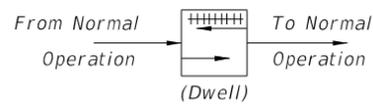
NOTE:  
Only Ø2 Or Ø4 Used, Not Both To Obtain  
ABC, Or ACB Operation.

SOP 18  
(DIAMOND INTERCHANGE OPERATIONS)

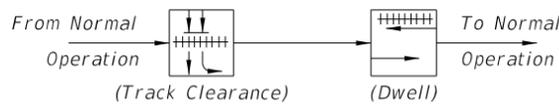


NOTE:  
Only Ø2 Or Ø4 Used, Not Both To Obtain  
ABC, Or ACB Operation.

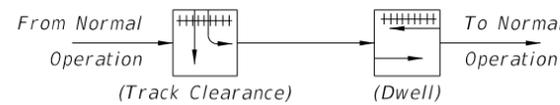
SOP 19  
(DIAMOND INTERCHANGE OPERATIONS)



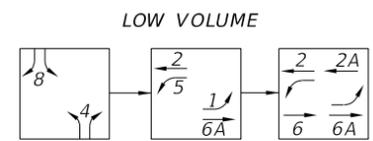
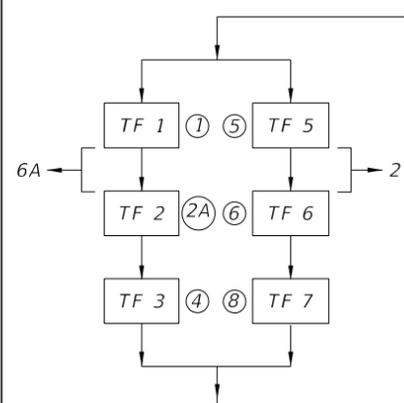
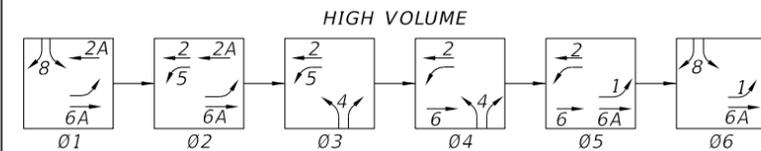
POP 1



POP 2



POP 3

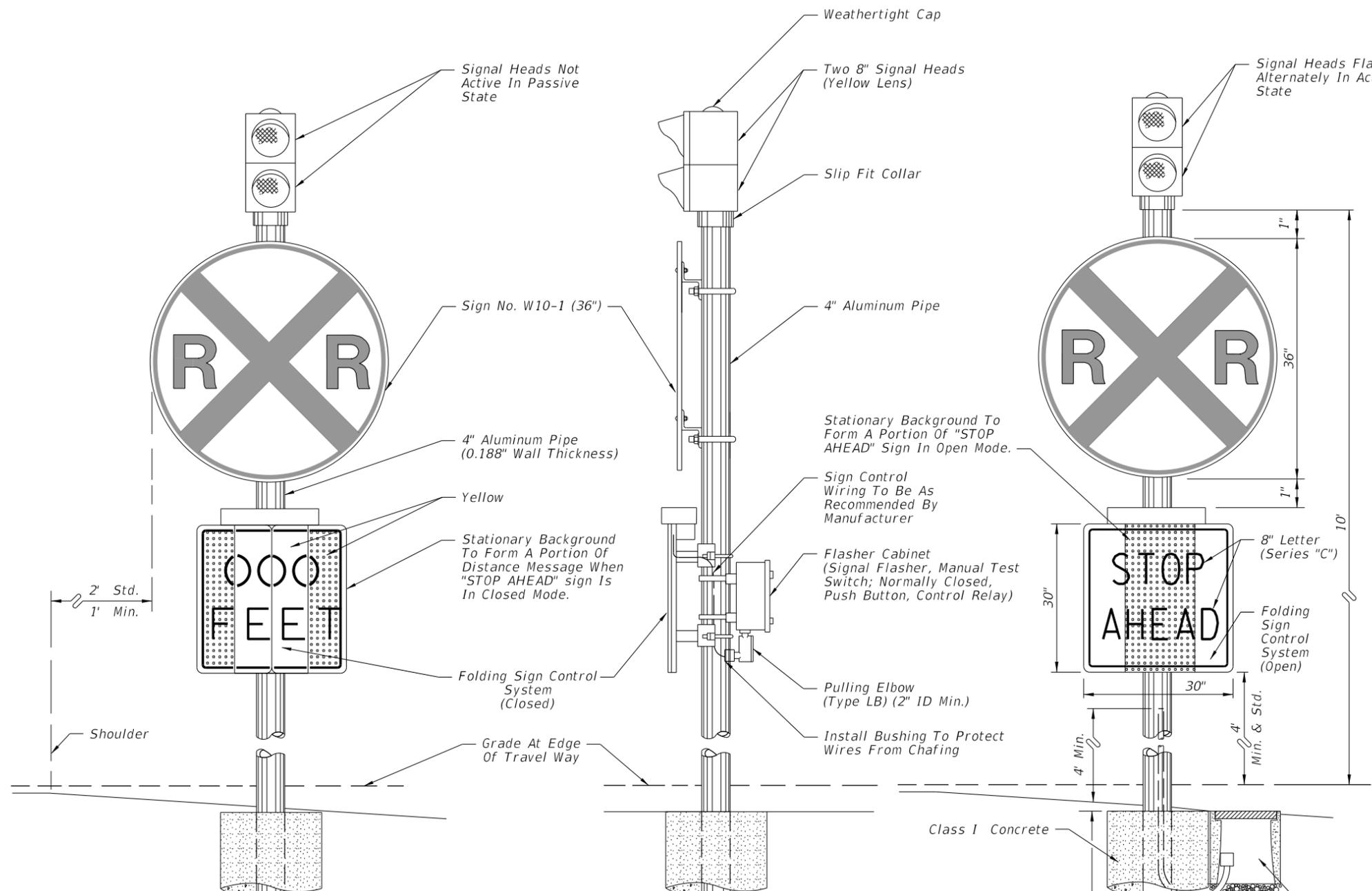


SOP 20  
(DIAMOND INTERCHANGE OPERATIONS)

12/3/2015 11:48:03 AM

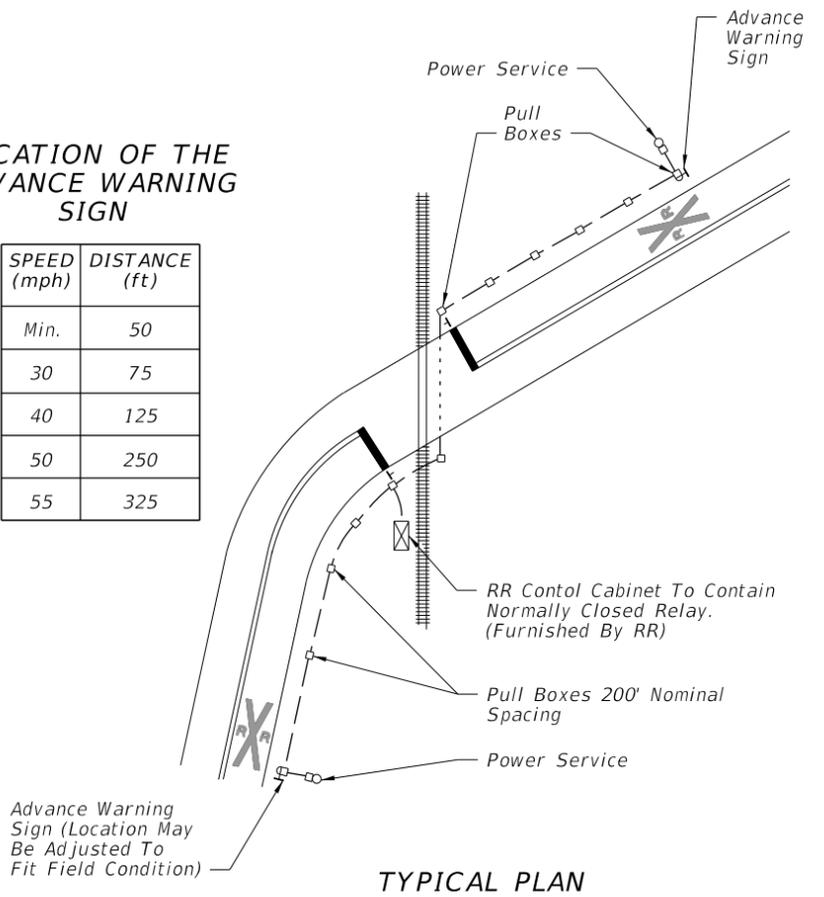
LAST REVISION 07/01/00	REVISION	DESCRIPTION:
---------------------------	----------	--------------

The Distance Is Measured Along Right Edge Of Pavement From RR Stop Bar To Sign Advance Warning Sign.



**LOCATION OF THE ADVANCE WARNING SIGN**

SPEED (mph)	DISTANCE (ft)
Min.	50
30	75
40	125
50	250
55	325



**TYPICAL PLAN**

**FRONT VIEW**

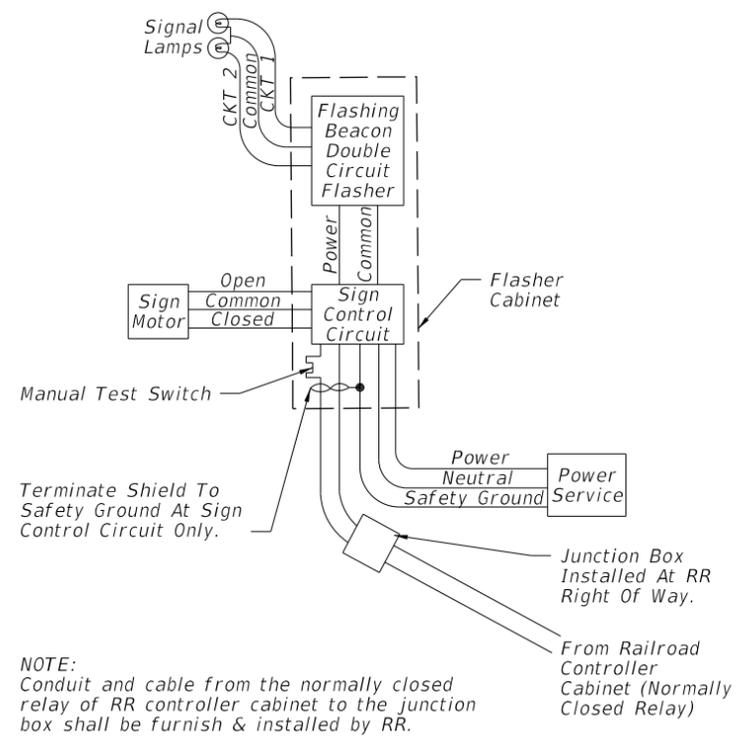
**SIDE VIEW**

**FRONT VIEW**

**PASSIVE STATE  
(TRAIN CIRCUIT NOT ACTUATED)**

**ACTIVE STATE  
(TRAIN CIRCUIT ACTUATED)**

NOTE:  
1. "STOP AHEAD" is standard and preferred sign message.  
Another message may be approved when appropriate for specific situations.

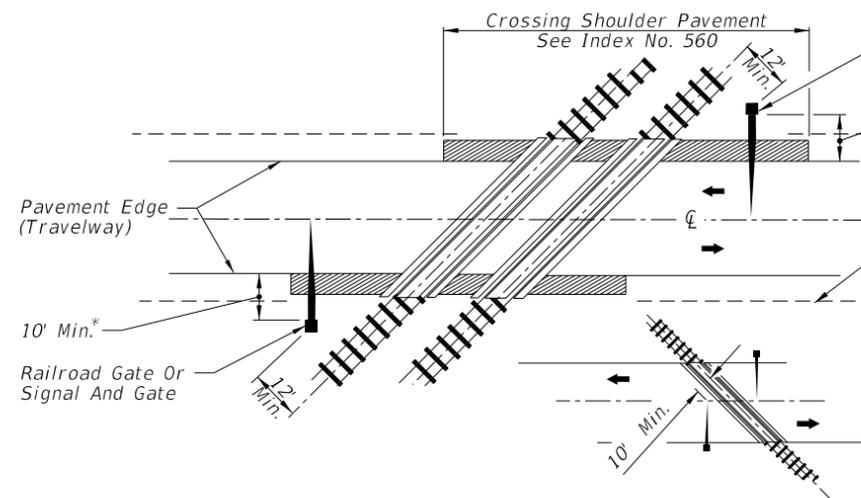


NOTE:  
Conduit and cable from the normally closed relay of RR controller cabinet to the junction box shall be furnished & installed by RR.

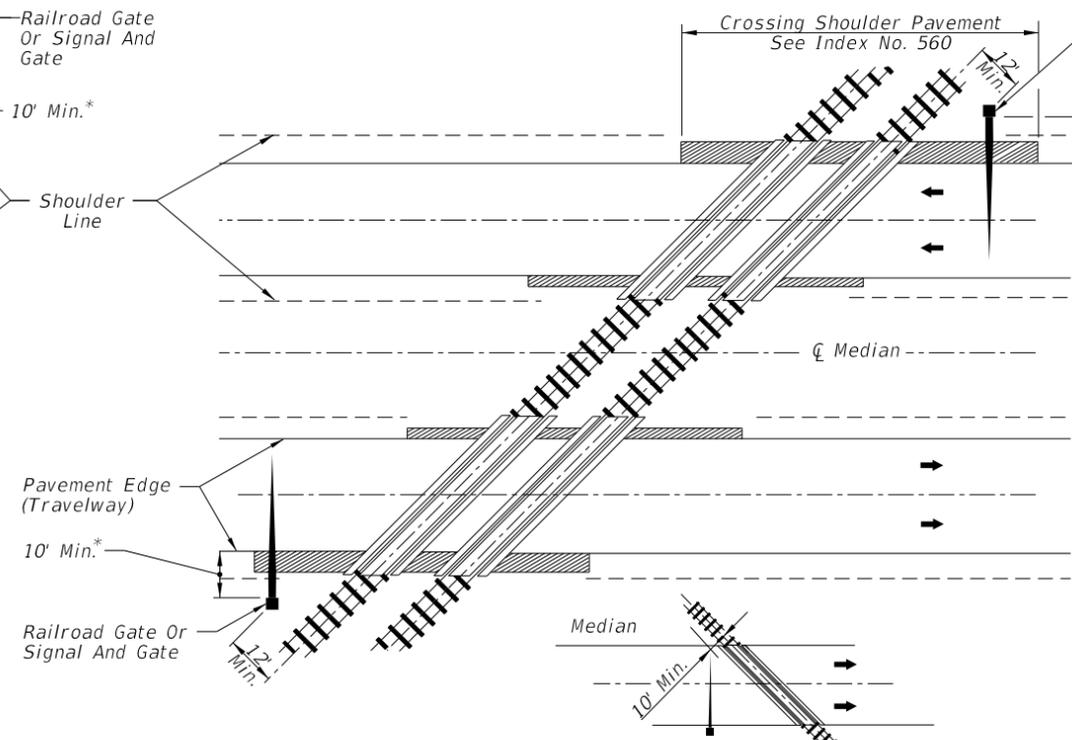
**FUNCTIONAL BLOCK DIAGRAM**

12/3/2015 11:48:04 AM

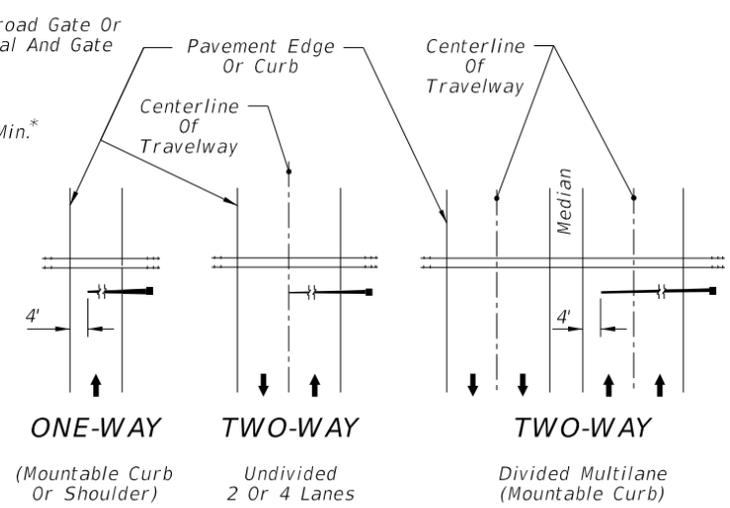
LAST REVISION	DESCRIPTION:
07/01/05	



**SIGNAL PLACEMENT AT RAILROAD CROSSING  
(2 - LANE DESIGN)**



**SIGNAL PLACEMENT AT RAILROAD CROSSING  
(4 - LANE DESIGN)**



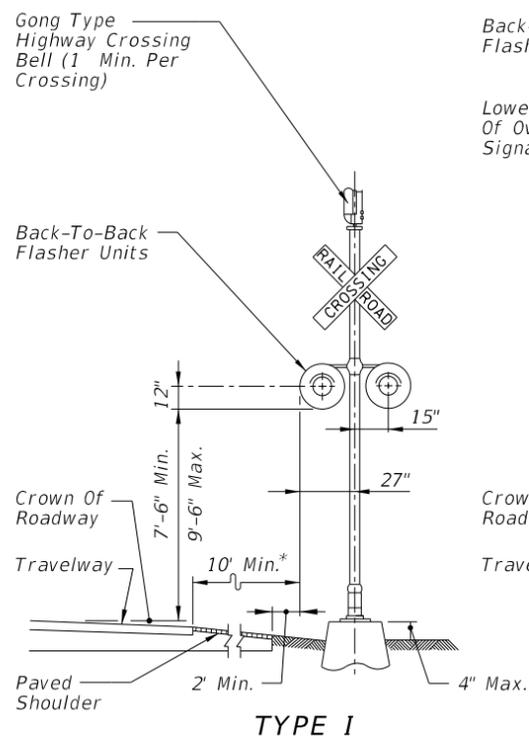
**FIGURE 1**  
Gate Length Requirements  
See Note 5 Sheet 3

**General Notes**

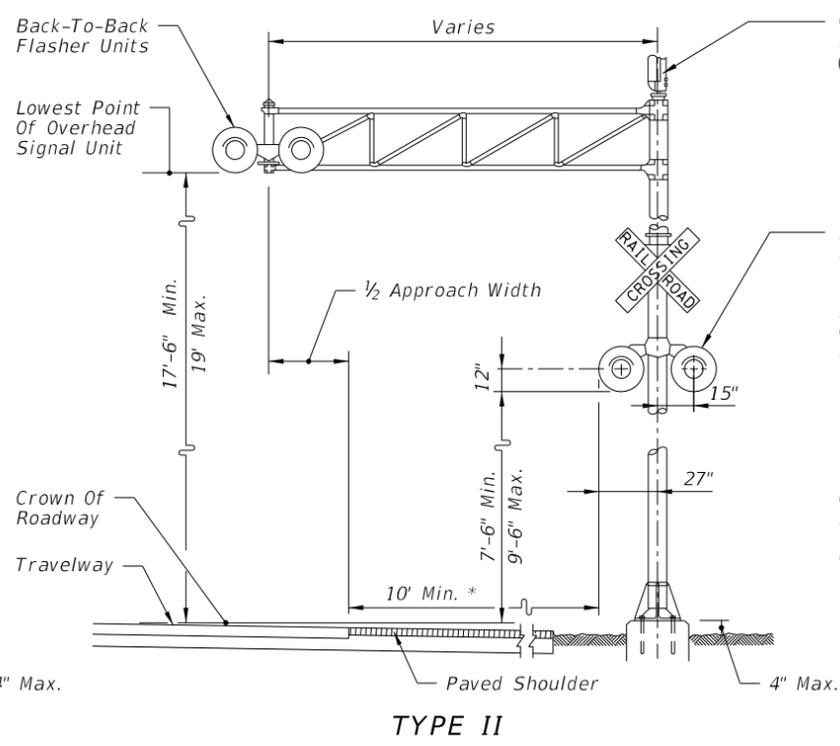
- No guardrail is proposed for signals; however, some form of impact attenuation device may be specified for certain locations.
- Advance flasher to be installed when and if called for in plans or specifications.
- Top of foundation shall be no higher than 4" above finished shoulder grade.
- Type of traffic control device
  - Flashing signals
  - Flashing signals with cantilever
  - Flashing signals with gate
  - Flashing signals with cantilever and gate
  - Gate
- Class of traffic control devices
  - Flashing signals-one track
  - Flashing signals-multiple tracks
  - Flashing signals and gates-one track
  - Flashing signals and gates-multiple tracks

Note:  
Two separate foundations may be required (one for signals, one for gate), depending on type of equipment used.

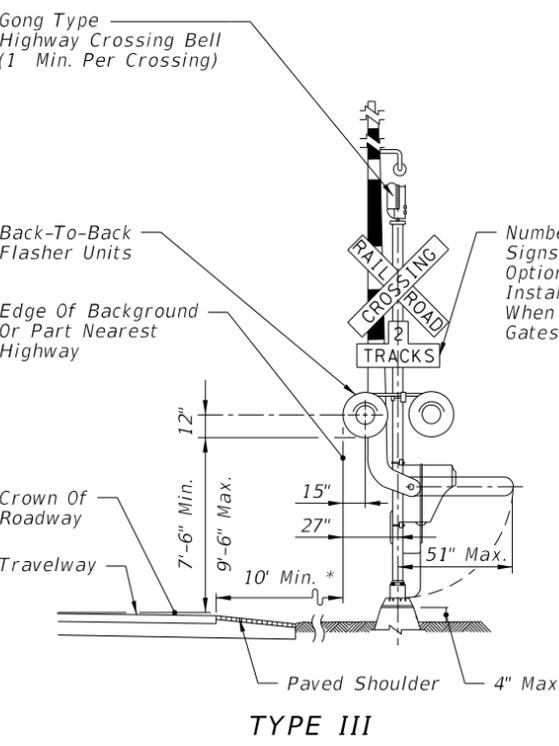
\* When 10' is deemed impracticable the control device can be located as close as 2' from the edge of a paved shoulder but not less than 6' from the edge of the near traffic lane.



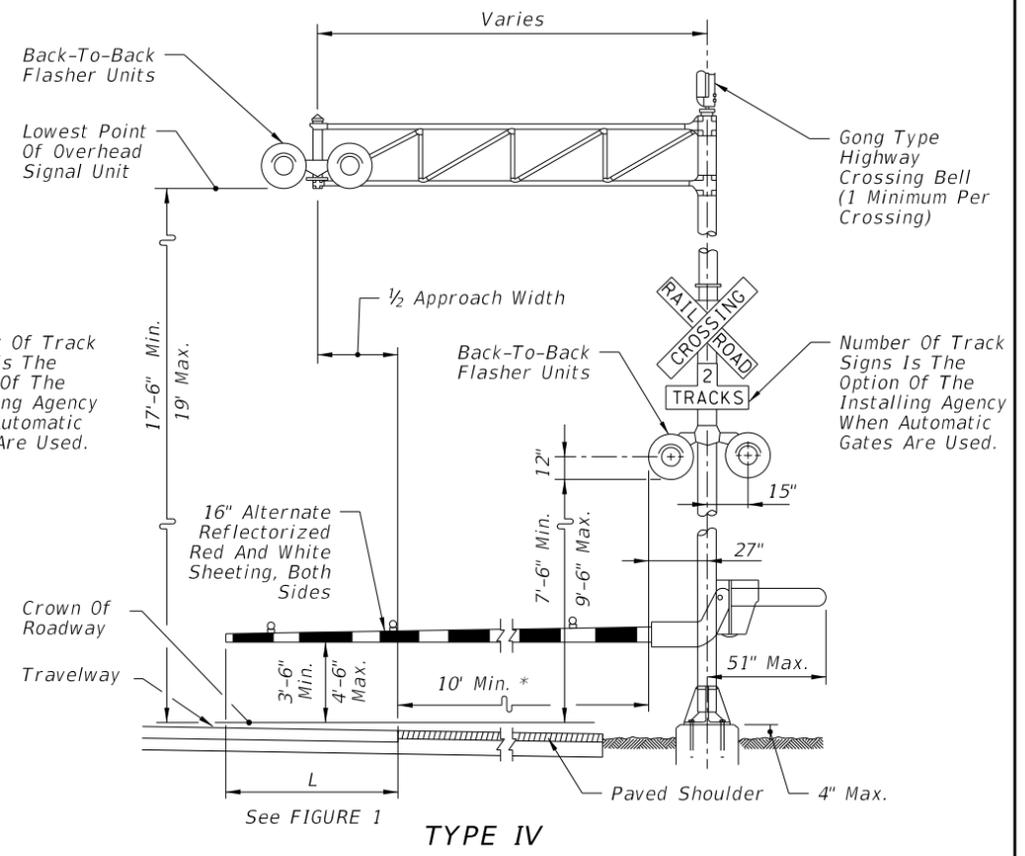
**TYPE I**



**TYPE II**



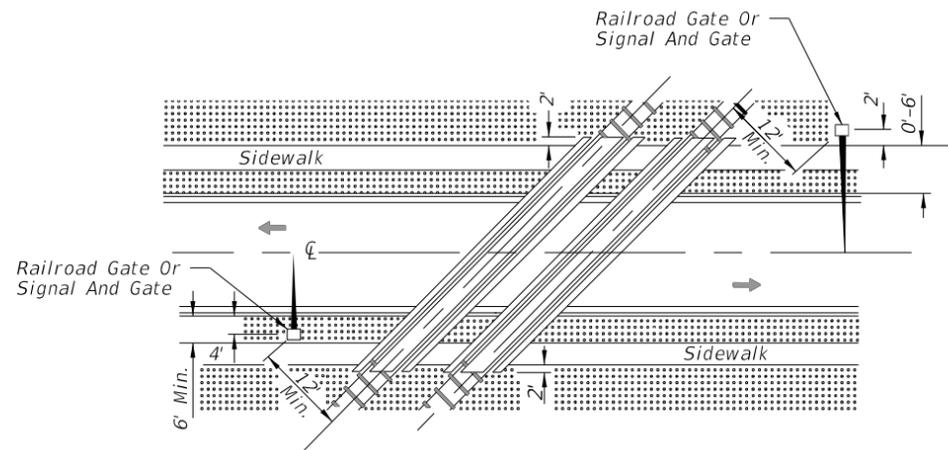
**TYPE III**



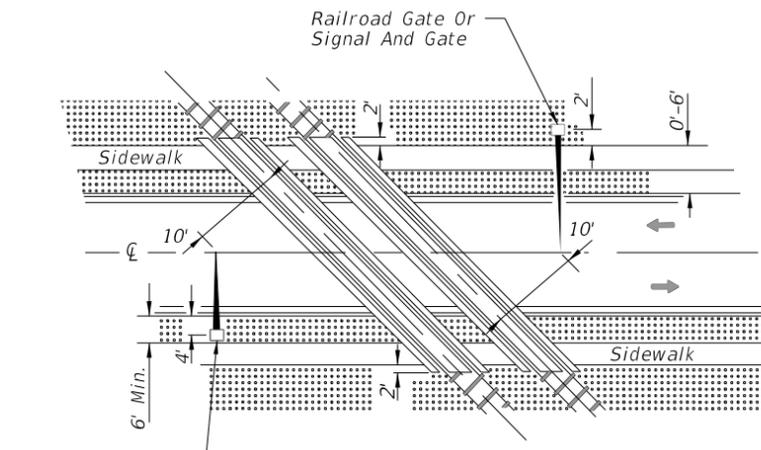
**TYPE IV**

12/3/2015 11:48:05 AM

LAST REVISION 07/01/13	REVISION	DESCRIPTION:	 FY 2016-17 DESIGN STANDARDS	<b>RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES</b>	INDEX NO. 17882	SHEET NO. 1 of 4
---------------------------	----------	--------------	------------------------------------	--	--------------------	---------------------



ACUTE ANGLE (AND RIGHT ANGLE)



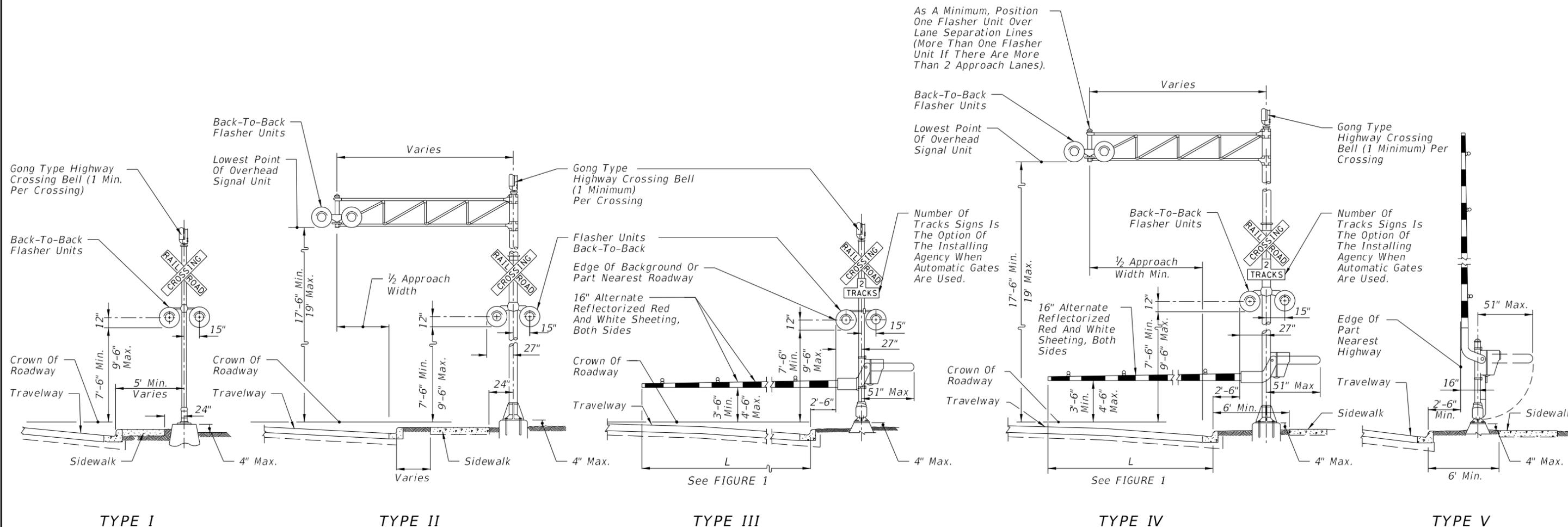
OBTUSE ANGLE

**GENERAL NOTES**

1. The location of flashing signals and stop lines shall be established based on future (or present) installation of gate with appropriate track clearances.
2. Where plans call for railroad traffic control devices to be installed in curbed medians, the minimum median width shall be 12'-6".
3. Location of railroad traffic control device is based on the distance available between face of curb & sidewalk. 0' to 6' - Locate device outside sidewalk. Over 6' - Locate device between face of curb and sidewalk.
4. Stop line to be perpendicular to edge of roadway, approx. 15' from nearest rail; or 8' from and parallel to gate when present.
5. When a cantilevered-arm flashing-light signal is used, the minimum vertical clearance shall be 17'-6" from above the Crown of Roadway to the Lowest Point of the Overhead Signal Unit.

**SIGNAL PLACEMENT AT RAILROAD CROSSING  
(2 LANES, CURB & GUTTER)**

**SIGNAL PLACEMENT AT RAILROAD CROSSING  
(2 LANES, CURB & GUTTER)**



TYPE I

TYPE II

TYPE III

TYPE IV

TYPE V

12/3/2015 11:48:05 AM

LAST REVISION 07/01/14	REVISION	DESCRIPTION:	 FY 2016-17 DESIGN STANDARDS	<b>RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES</b>	INDEX NO. 17882	SHEET NO. 2 of 4
---------------------------	----------	--------------	--	--	--------------------	---------------------

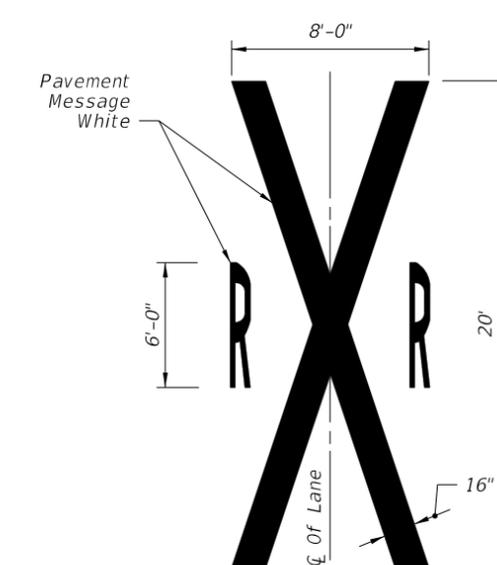
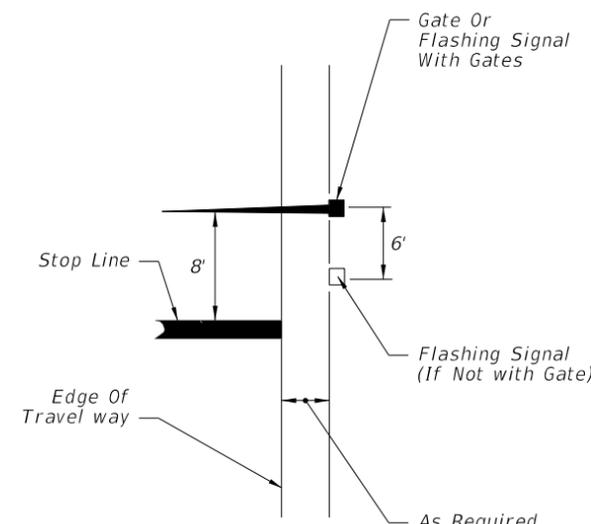
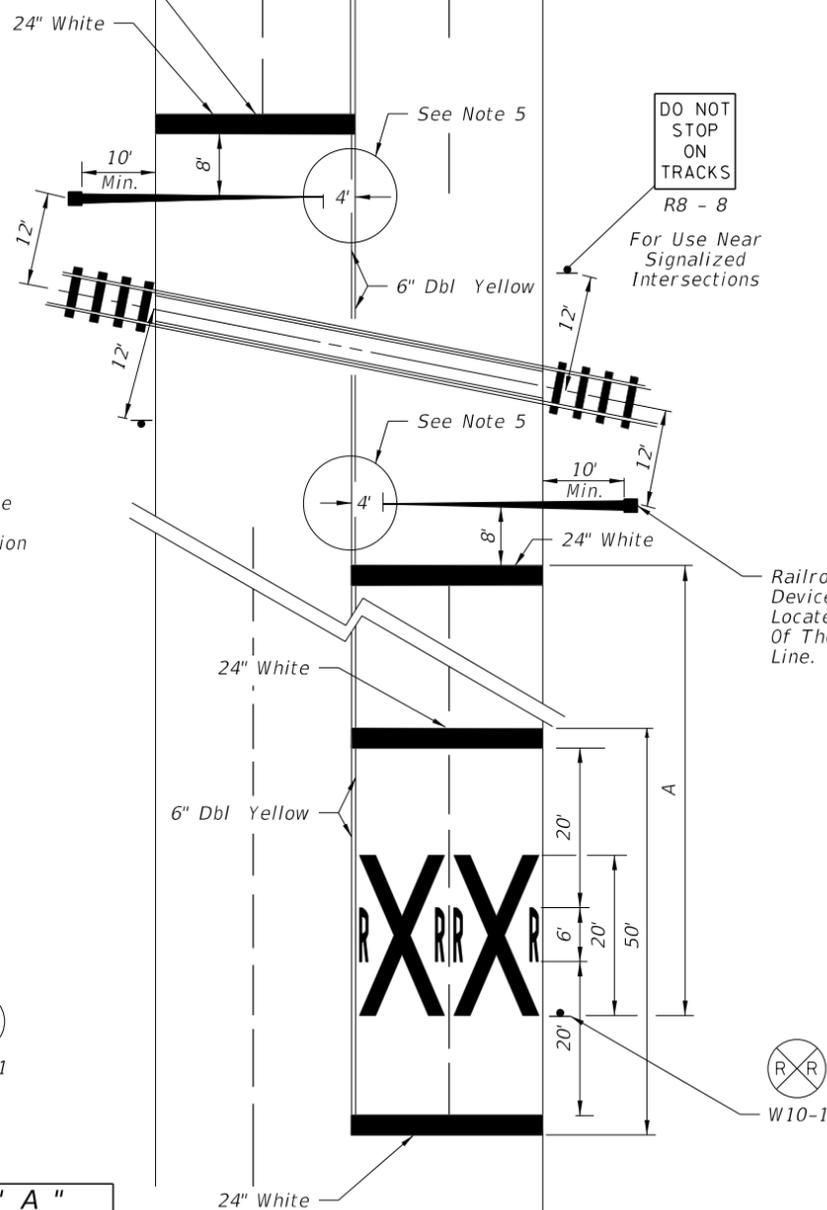
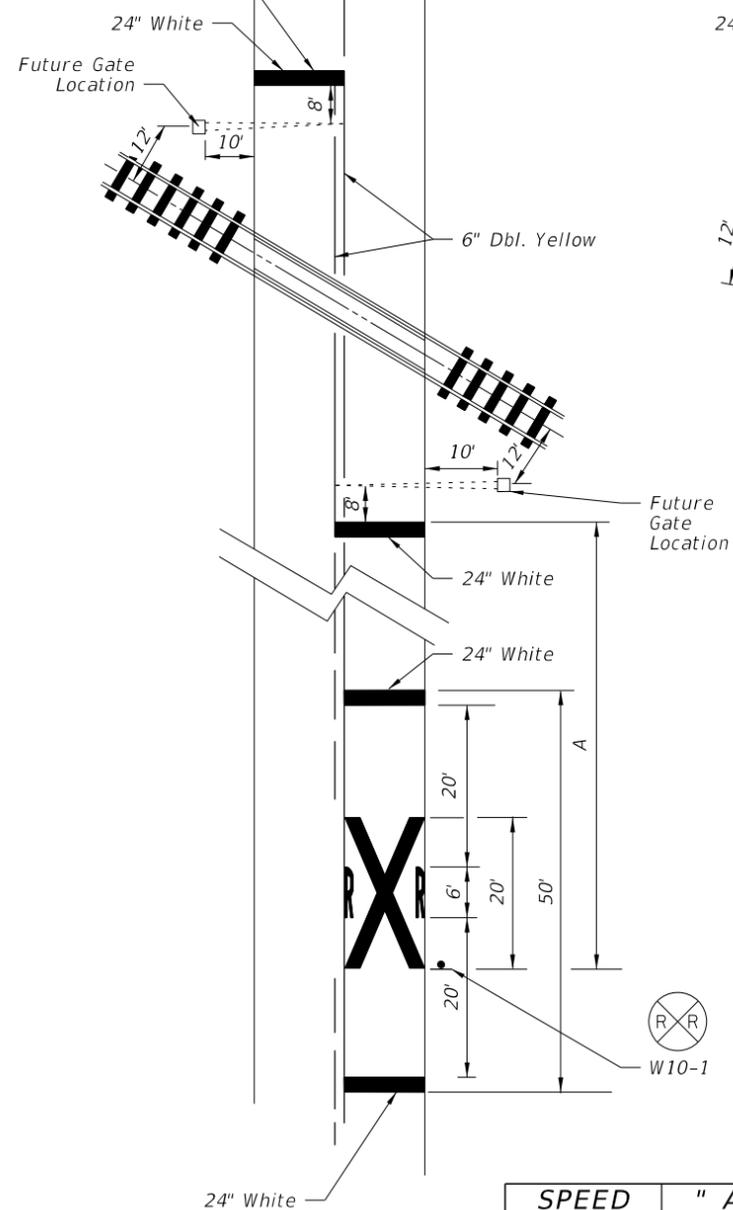
**RAILROAD CROSSING AT TWO (2)-LANE ROADWAY**

**RAILROAD CROSSING AT MULTILANE ROADWAY**

**RELATIVE LOCATION OF CROSSING TRAFFIC CONTROL DEVICES**

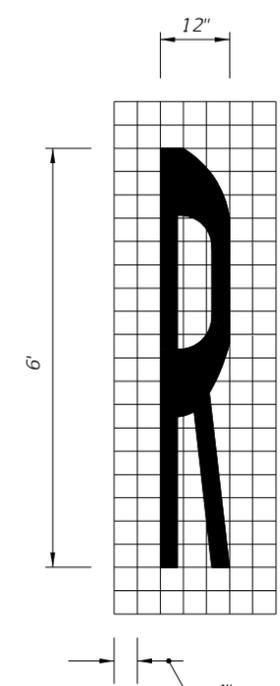
Stop Bar Perpendicular to Edge Of Travel Way Or 8' From & Parallel To Gate When Present.

Stop Bar Perpendicular to Edge Of Travel Way Or 8' From & Parallel To Gate When Present.

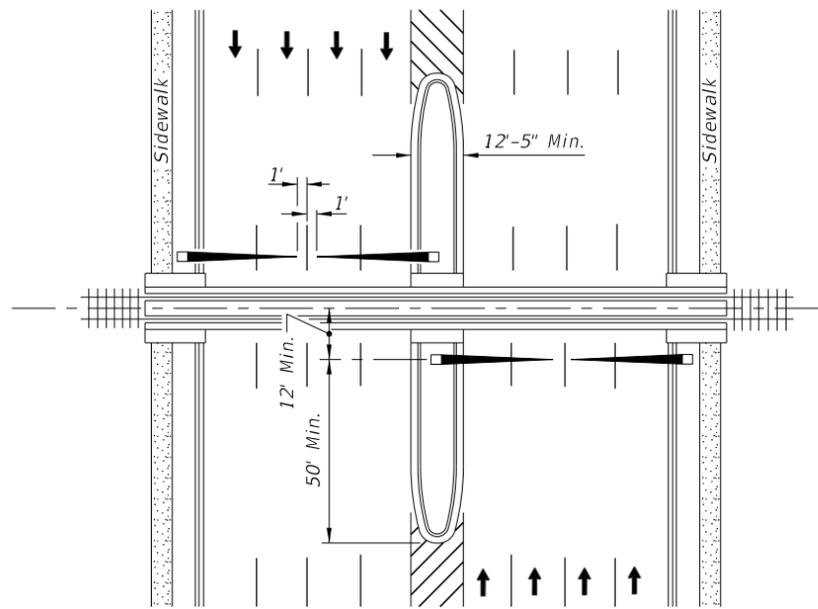
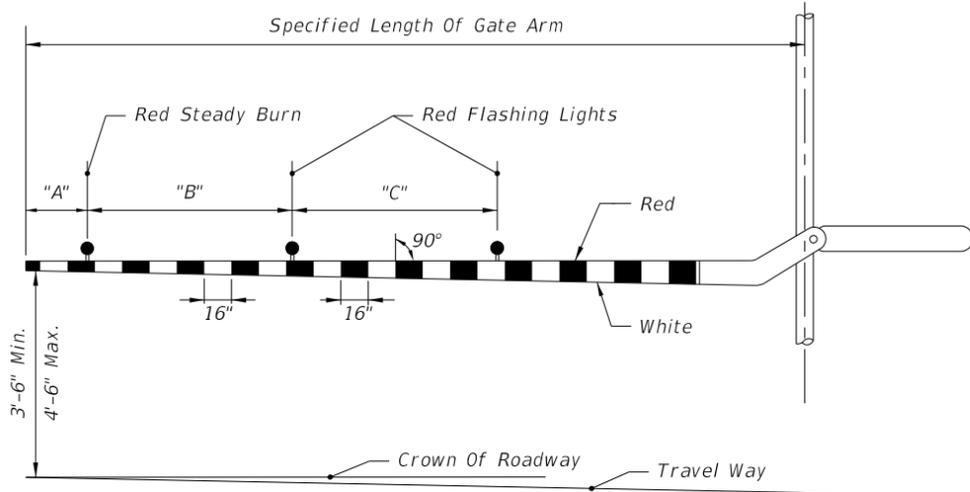


SPEED (mph)	" A " (ft)
60	400
55	325
50	250
45	175
40	125
35	100
URBAN	85 MIN.

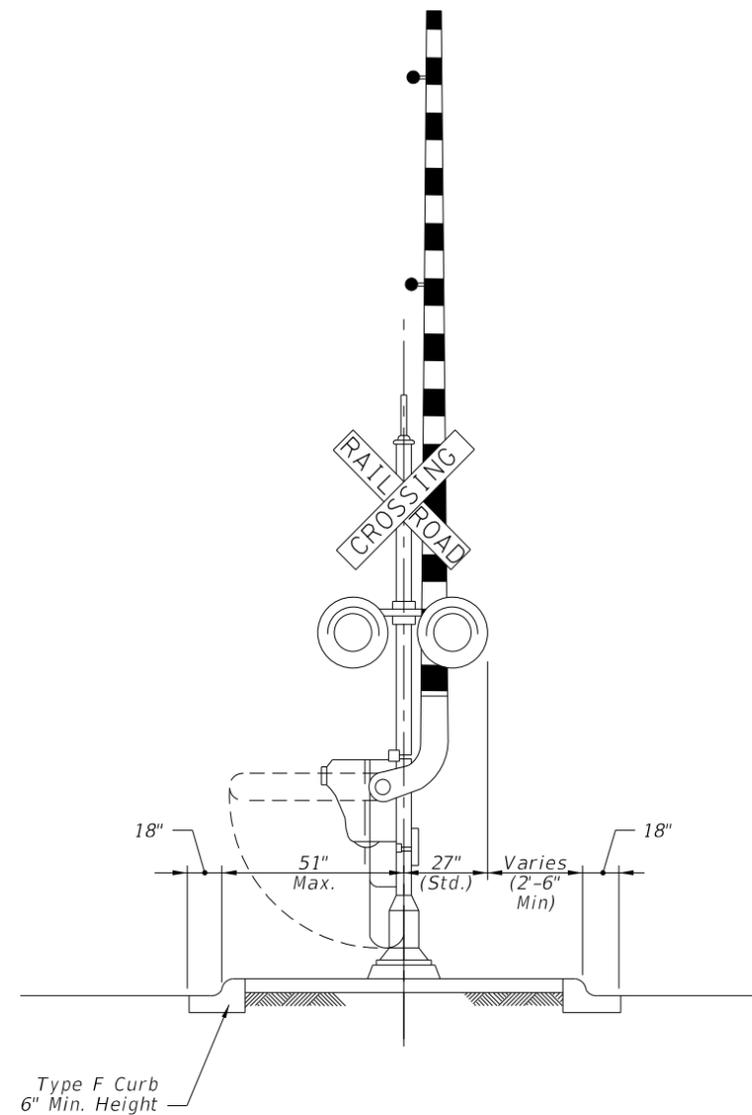
- NOTES:**
- When computing pavement message, quantities do not include traverse lines.
  - Placement of sign W10-1 in a residential or business district, where low speeds are prevalent, the W10-1 sign may be placed a minimum distance of 100' from the crossing. Where street intersections occur between the RR pavement message and the tracks an additional W10-1 sign and additional pavement message should be used.
  - A portion of the pavement markings symbol should be directly opposite the W10-1 sign.
  - Recommended location for FTP-61-06 or FTP-62-06 signs, 100' urban and 300' rural. See Index 17355 for sign details.
  - Gate Length Requirements:  
 For Two-way undivided sections:  
 The gate should extend to within 1' of the center line. On multiple approaches the maximum gate length may not reach to within 1' of the center line. For those cases, the distance from the gate to the center line shall be a maximum of 4'.  
 For one-way or divided sections:  
 The gate shall be of sufficient length such that the distance from the gate tip to the inside edge of pavement is a maximum of 4'.



12/3/2015 11:48:06 AM



PLAN



MEDIAN SECTION AT SIGNAL GATES

RAILROAD GATE ARM LIGHT SPACING

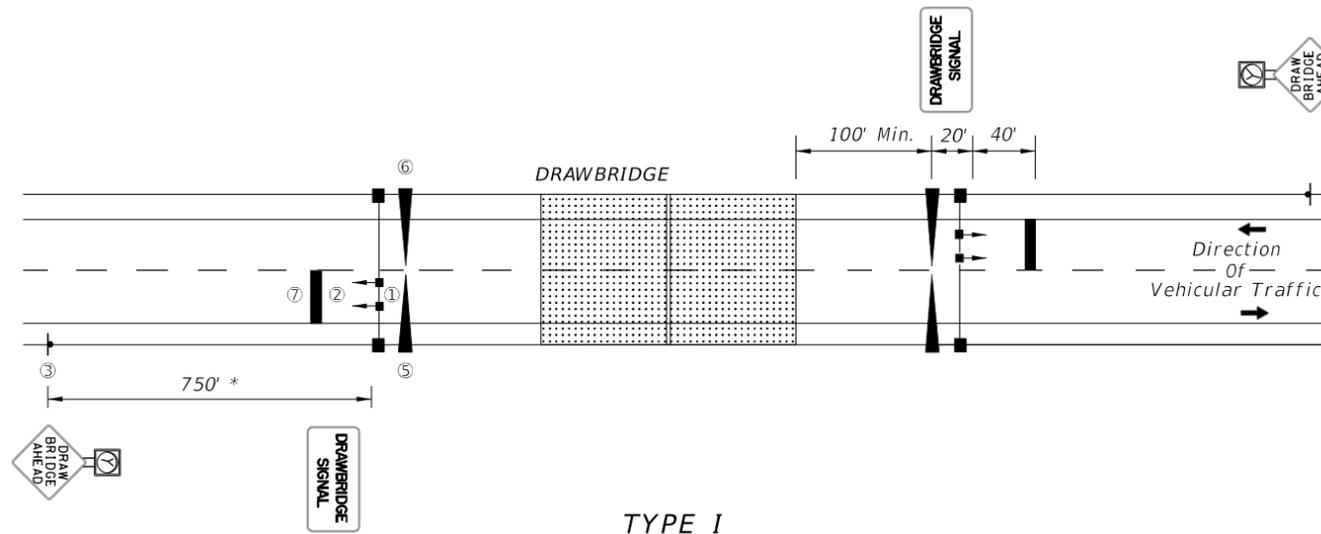
Specified Length Of Gate Arm	Dimension "A"	Dimension "B"	Dimension "C"
14 Ft.	6"	36"	5'
15 Ft.	18"	36"	5'
16-17 Ft.	24"	36"	5'
18-19 Ft.	28"	41"	5'
20-23 Ft.	28"	4'	5'
24-28 Ft.	28"	5'	5'
29-31 Ft.	36"	6'	6'
32-34 Ft.	36"	7'	7'
35-37 Ft.	36"	9'	9'
38 And Over	36"	10'	10'

NOTE:  
For additional information see the "Manual On Uniform Traffic Control Devices", Part 8; The "Traffic Control Handbook", Part VIII; and AASHTO "A Policy On Geometric Design Of Streets And Highways".

MEDIAN SIGNAL GATES FOR  
MULTILANE UNDIVIDED URBAN SECTIONS  
(THREE OR MORE DRIVING LANES IN ONE DIRECTION, 45 MPH OR LESS)

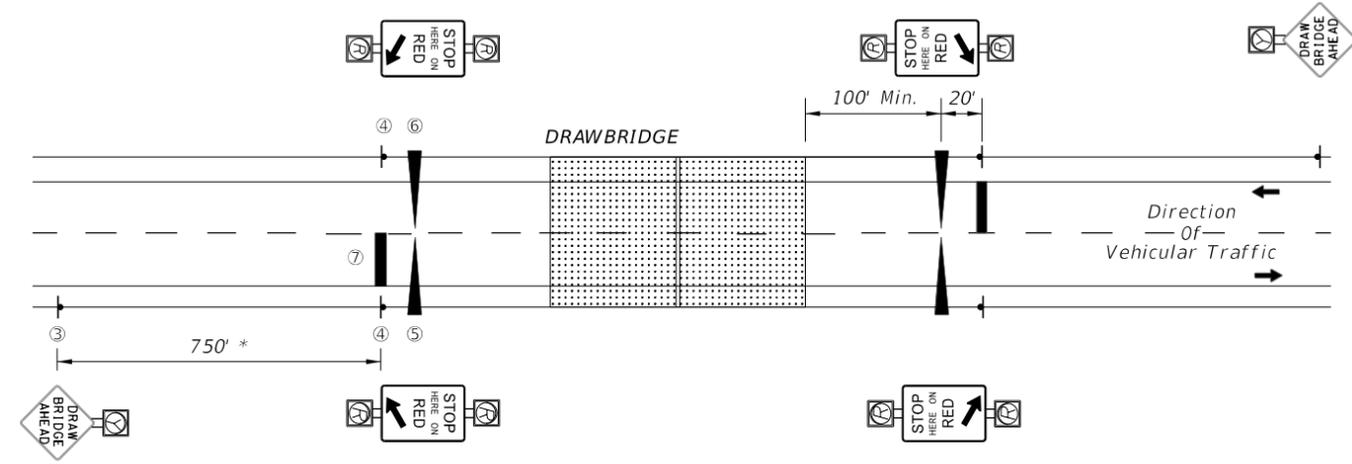
12/3/2015 11:48:07 AM

TYPICAL BRIDGE MOUNTS



TYPE I

TO BE USED WHERE BRIDGE OPERATORS ARE FULL TIME OR A DAILY BASIS.



TYPE II

TO BE USED WHERE TYPE I IS NOT APPLICABLE (USUALLY WHEN THE BRIDGE OPERATOR IS "ON CALL").

LEGEND:

- ① TRAFFIC SIGNALS } Mast Arm Mounted (Off Bridge)
- ② DRAWBRIDGE SIGN } Monotube Support Mounted (On Bridge)
- ③ DRAWBRIDGE AHEAD SIGN WITH YELLOW FLASHING BEACON } Ground Mounted
- ④ STOP HERE ON RED SIGN WITH RED FLASHING BEACONS } Ground Mounted
- ⑤ ENTRANCE GATE
- ⑥ EXIT GATE
- ⑦ 24" THERMOPLASTIC STOP BAR



W8-5 SLIPPERY WHEN WET SIGN See Note 11

NOTES:

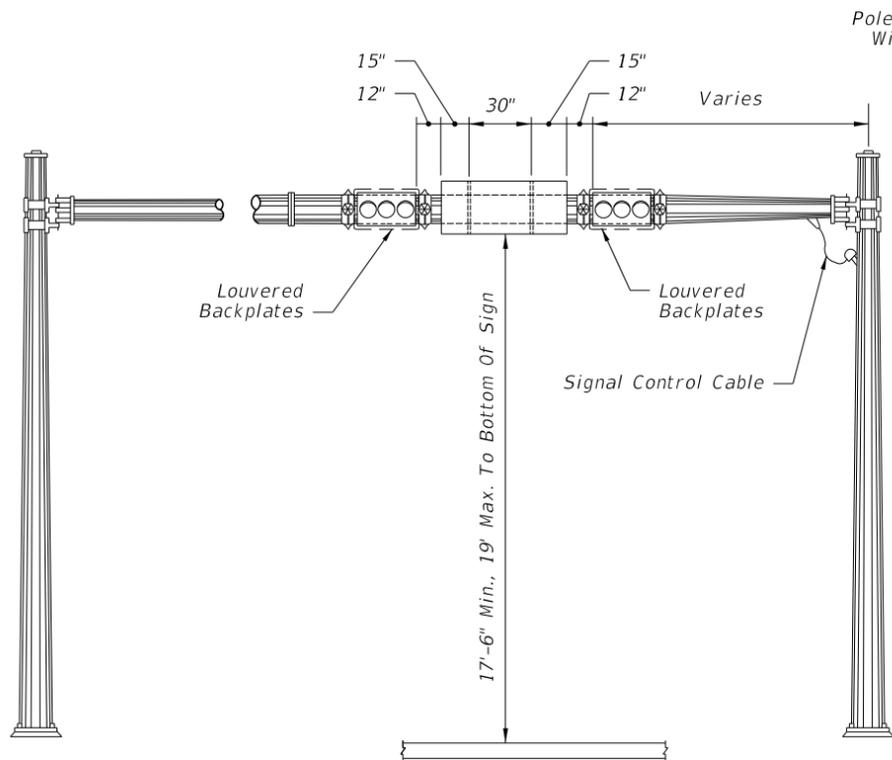
1. A bypass switch shall be installed to override each timing interval in case of a malfunction.
2. "STOP HERE ON RED" is omitted in Type I operation and "TRAFFIC SIGNALS" are omitted in Type II operation.
3. The time between beginning of flashing yellow on "Drawbridge Ahead" sign and the clearance of traffic signal to red, or beginning of flashing red should not be less than the travel time of a passenger car, from the sign location to the stop line, traveling at the 85 percentile approach speed.
4. Beginning of operation of drawbridge gates shall not be less than 15 seconds after steady red or 20 seconds after flashing red (Actual time may be determined by the bridge tender.)
5. Time of gate lowering and raising is dependent upon gate type.
6. Time of bridge opening is determined by the bridge tender.
7. Each gate shall be operated by a separate switch.
8. On each approach (Type II), all four red signals shall be on the same two circuit flashers, with the two top signals on one circuit, and the two bottom signals on the alternately flashing circuit.
9. A Drawbridge Ahead sign is required for both types of signal operation, However a flashing beacon shall be added to the sign when physical conditions prevent a driver traveling at the 85% approach speed from having continuous view of at least one signal indication for approximately 10 seconds.
10. Requirements on gate installation are contained in Section 4I of the "Manual on Uniform Traffic Control Devices".
11. "In accordance with Traffic Engineering Manual (Topic Number 750-000-005) Section 2.1, SLIPPERY WHEN WET SIGNS shall be placed in advance of all MOVABLE and NONMOVABLE STEEL DECK BRIDGES."

\* Field conditions may require adjustment of this standard distance.

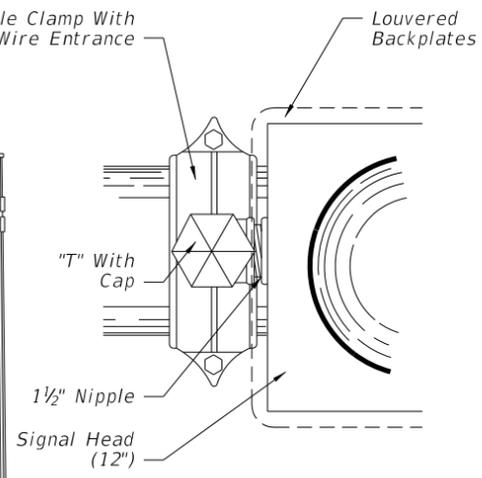
SEQUENCE CHART

SIGNALS & SIGNS	SIGNAL SWITCH	OFF	ON	OFF
	FLASHING BEACON	BLANK	FLASHING YELLOW	BLANK
	DRAWBRIDGE AHEAD SIGN (See Note 9)	BLANK	FLASHING RED	BLANK
	STOP HERE ON RED (Type II only)	BLANK	FLASHING RED	BLANK
TRAFFIC SIGNALS (Type I only)	TRAFFIC SIGNALS	GREEN	YELLOW	RED
	TRAFFIC SIGNALS	GREEN	YELLOW	RED
GATES	ENTRANCE GATES	RAISED	LOWERED	RAISED
	EXIT GATES	RAISED	LOWERED	RAISED
TIMING	ENTRANCE GATES	Variable Time (See Note No.3)	5 Sec. Min.	15 Sec. Min.
	EXIT GATES	Variable Time (See Note No.3)	5 Sec. Min.	15 Sec. Min.
		Variable Time	Variable Time	Variable Time
		(See Note No.3)	(See Note No.4)	(See Note No.5)
		Normal Operation	Operation During Bridge Preemption	

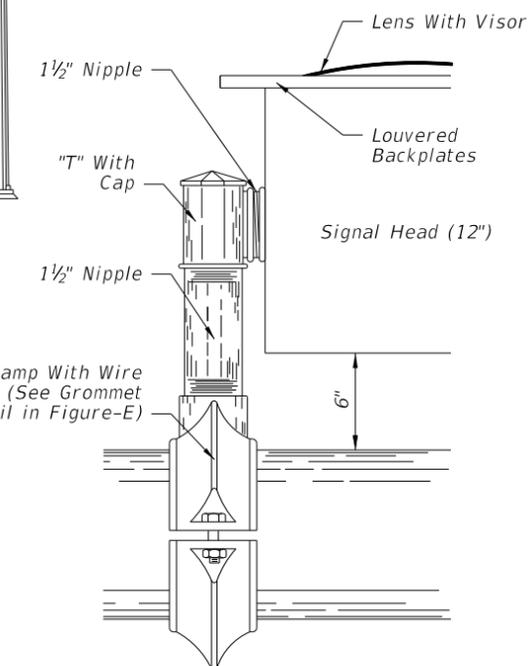
12/3/2015 11:48:08 AM



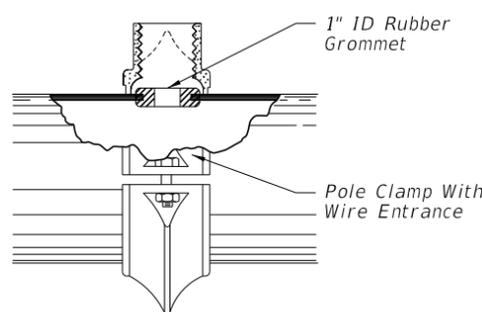
**FIGURE - A**  
MONOTUBE SUPPORT MOUNTING



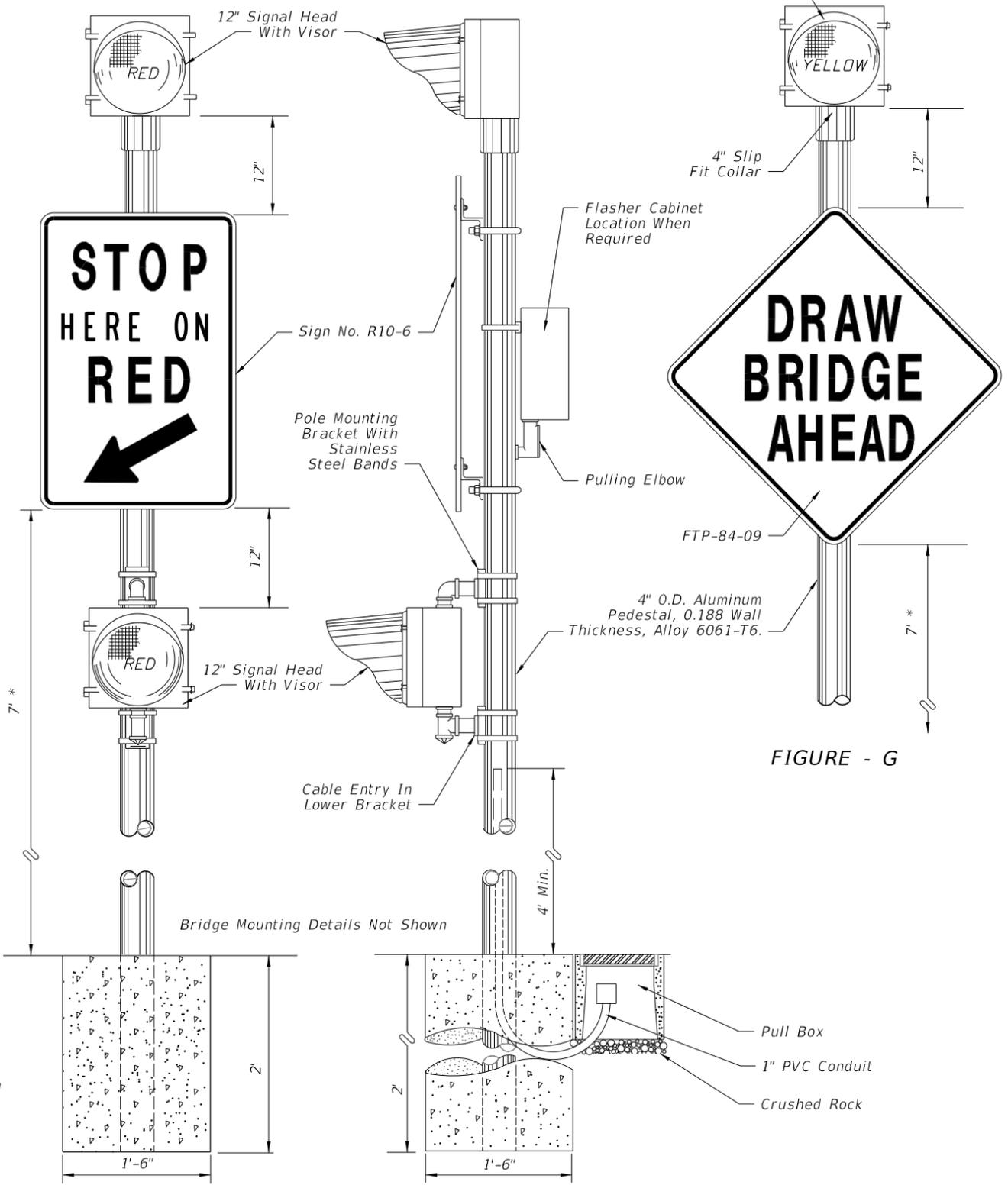
**FIGURE - C**



**FIGURE - D**

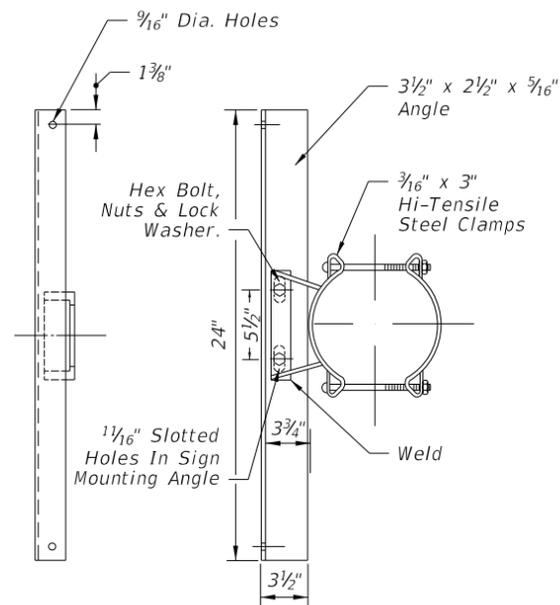


**FIGURE - E**

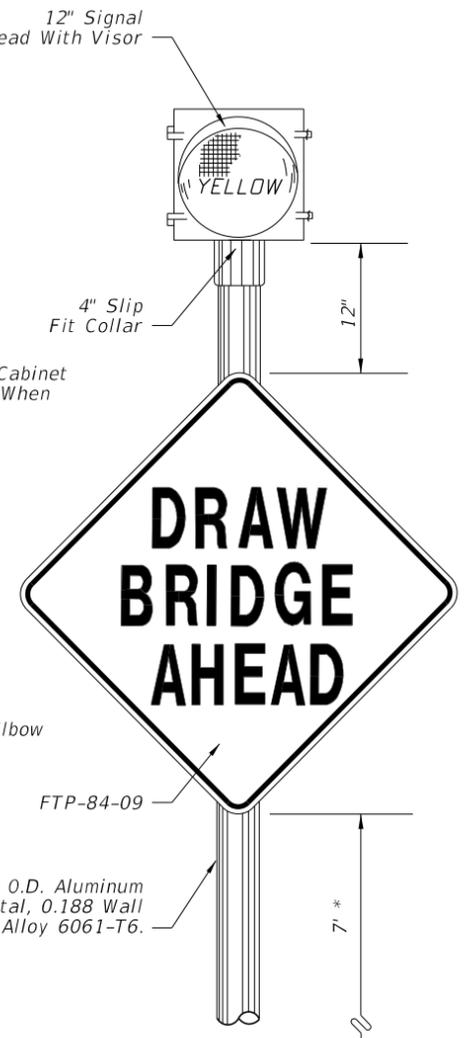


**FIGURE - F**

\* Measured from the bottom of the sign to the near edge of the pavement. Horizontal distance between edge of the pavement and inside edge of sign will vary with condition at job site.



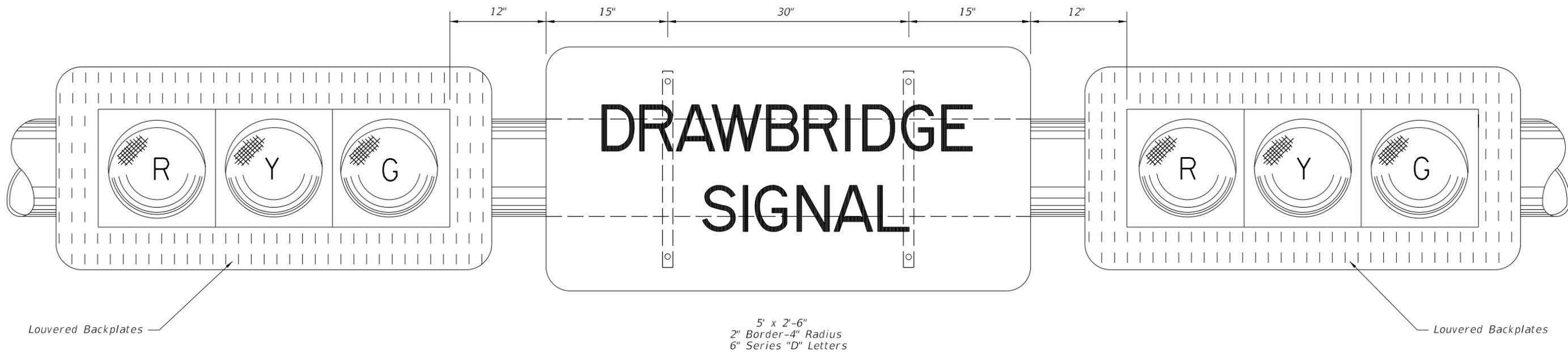
**FIGURE - B**



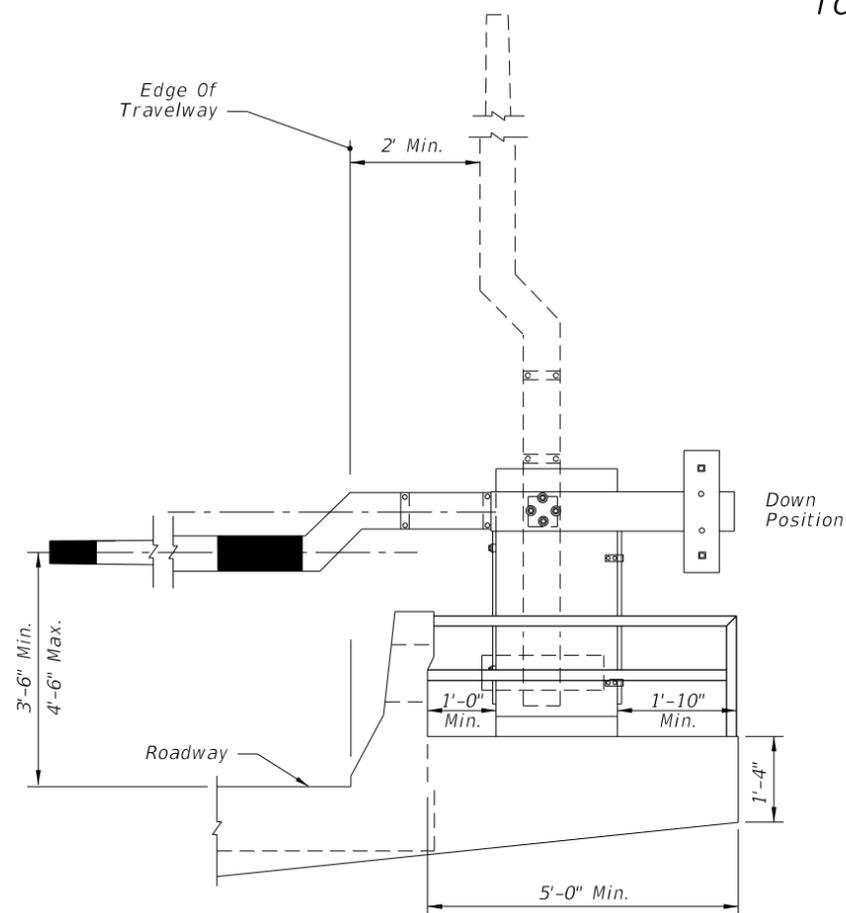
**FIGURE - G**

12/31/2015 11:48:09 AM

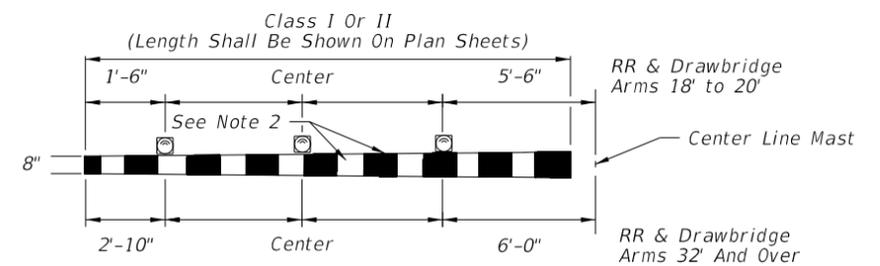
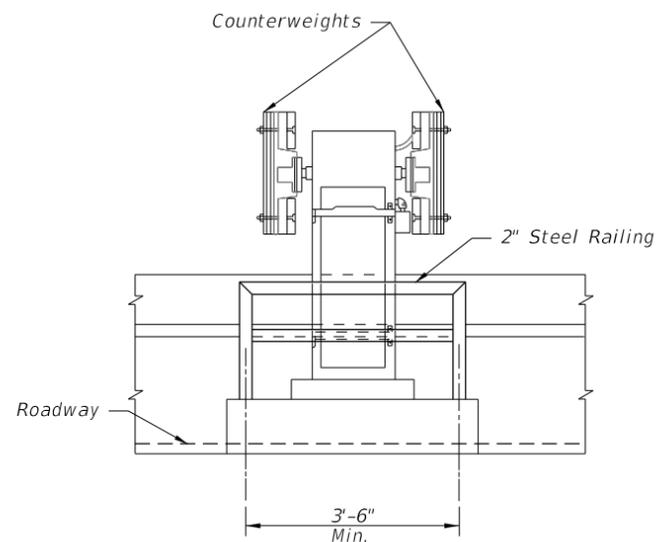
LAST REVISION 01/01/12	REVISION	DESCRIPTION:	FY 2016-17 DESIGN STANDARDS	<b>TRAFFIC CONTROL DEVICES FOR MOVABLE SPAN BRIDGE SIGNALS</b>	INDEX NO. 17890	SHEET NO. 2 of 3
---------------------------	----------	--------------	--------------------------------	--	--------------------	---------------------



BLACK OPAQUE LEGEND AND BORDER ON REFLECTORIZED YELLOW BACKGROUND  
TO BE USED WITH TYPE I OPERATION, AS SHOWN ON PREVIOUS SHEET  
MONOTUBE SUPPORT MOUNTING



GATE & ARM DETAIL



NOTES:

1. 12 volt flashing red lights shall be mounted on gate arm and shall operate in the flashing mode only when gate arm is in the lower position or in the process of being lowered. The number of lights shall vary accordingly to length of the gate arm.
2. Alternating 16" pattern of fully reflectORIZED red and white stripes.

TYPICAL LAMP PLACEMENT

12/3/2015 11:48:09 AM

LAST REVISION 07/01/14	REVISION	DESCRIPTION:	FY 2016-17 DESIGN STANDARDS	TRAFFIC CONTROL DEVICES FOR MOVABLE SPAN BRIDGE SIGNALS	INDEX NO. 17890	SHEET NO. 3 of 3
---------------------------	----------	--------------	--------------------------------	--	--------------------	---------------------