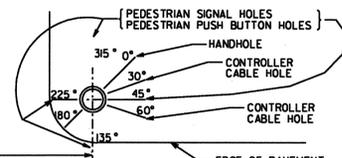
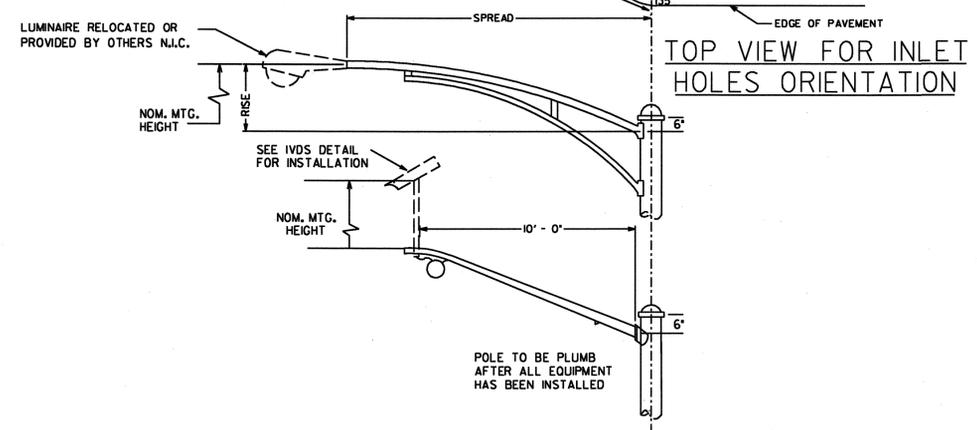


TOP VIEW FOR INLET HOLES ORIENTATION

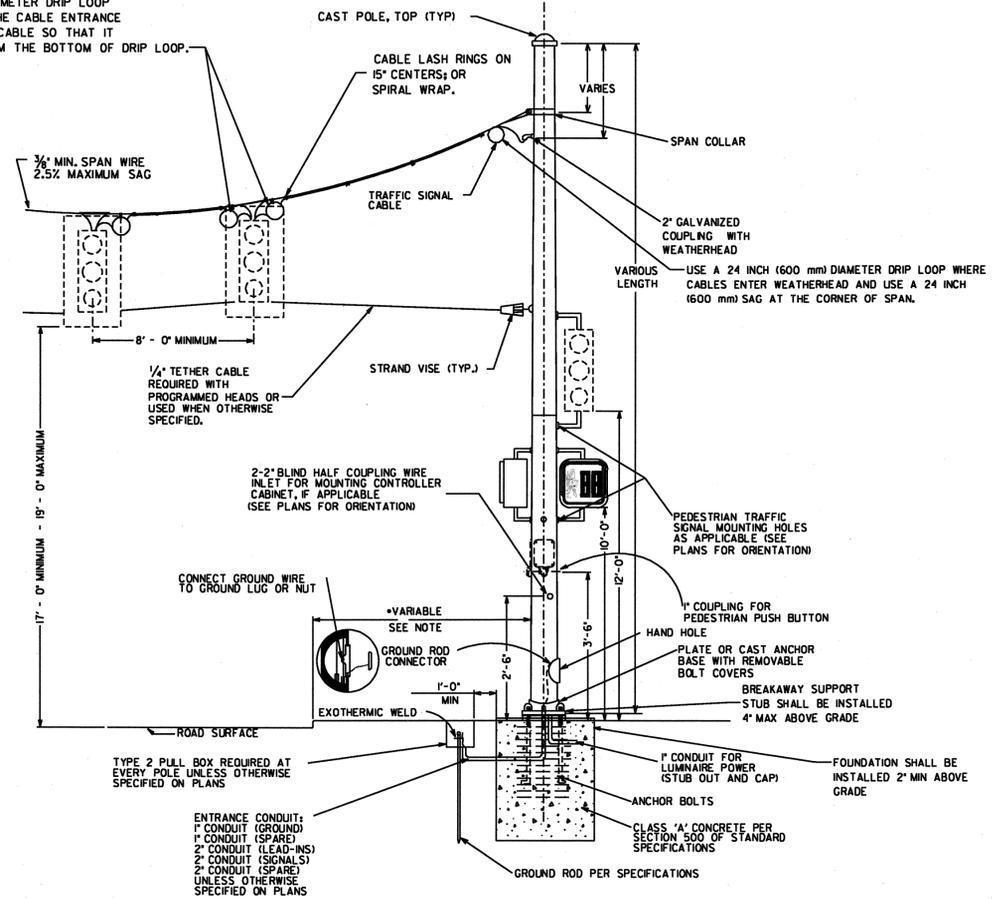


TOP VIEW FOR INLET HOLES ORIENTATION

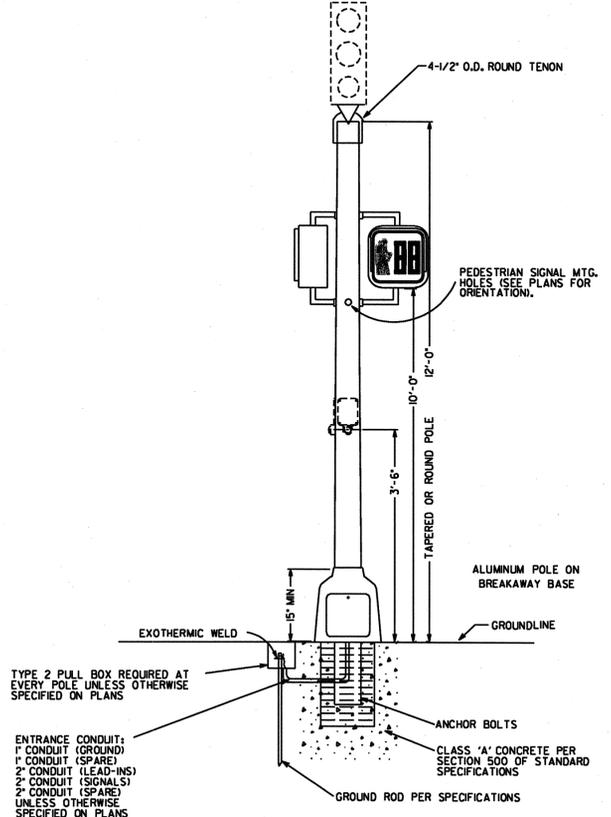
NOTES:
 DRAWINGS AND OTHER DATA INDICATING POLE DIMENSIONS AND DESIGN TOGETHER WITH DESIGN OF BASE SHALL BE PREPARED BY THE CONTRACTOR AND APPROVED BY THE DEPT. ENGINEER, PER SPECIFICATIONS AND DETAILS.
 FOUNDATION SIZE AND REINFORCING SHALL BE DETERMINED FROM THE "STRAIN POLE FOUNDATIONS" SHEET WITH THE USE OF THE BENDING MOMENT AT YIELD PROVIDED BY POLE MANUFACTURER.
 ALL HOLES IN MAST ARMS MUST BE FABRICATED BY THE MANUFACTURER. SEE SECTION 925 OF STANDARD SPECIFICATIONS REGARDING RIGID MOUNTING HARDWARE FOR SIGNAL HEADS.
 WHEN POLES ARE LOCATED ON ALL CORNERS, LUMINAIRES ARE TO BE INSTALLED PERPENDICULAR TO THE FAR SIDE APPROACHING TRAFFIC.
 WHEN LUMINAIRES ARE ONLY BEING INSTALLED ON TWO CORNERS, THEY SHOULD BE INSTALLED PERPENDICULAR TO THE FAR SIDE APPROACHING TRAFFIC ON THE MAJOR APPROACH.



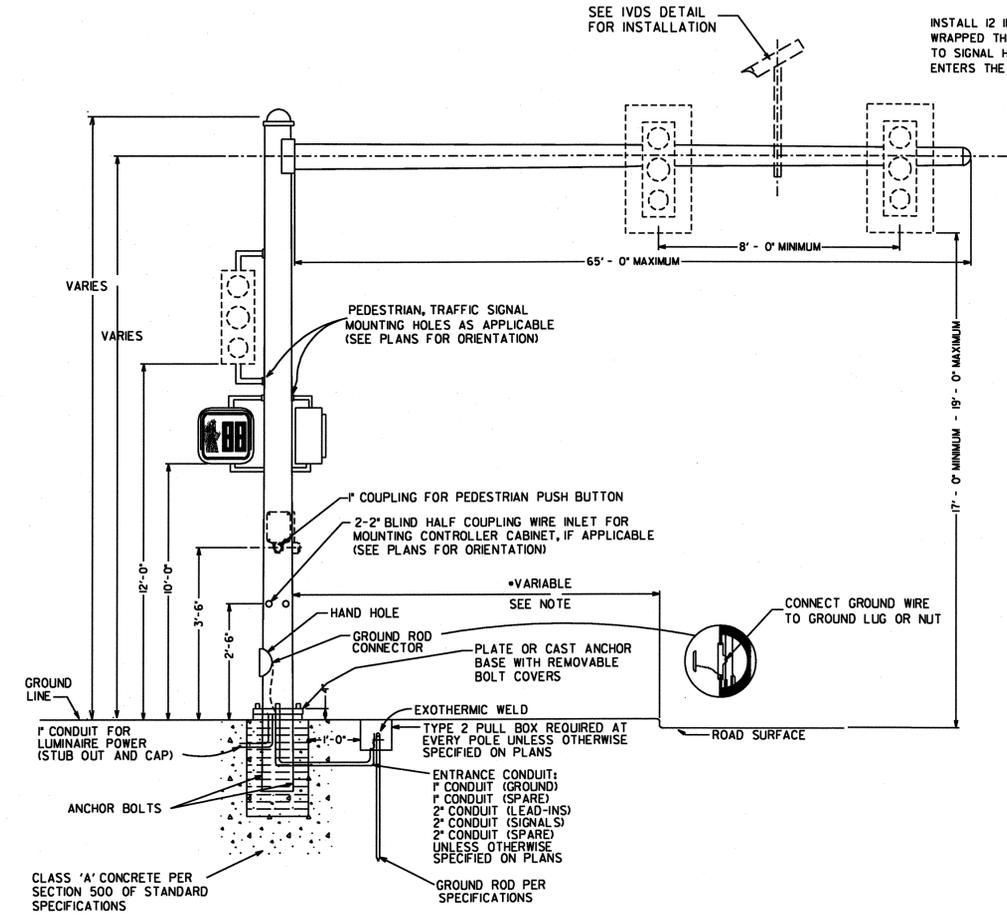
INSTALL 1/2 INCH (300 mm) DIAMETER DRIP LOOP WRAPPED THREE TIMES AT THE CABLE ENTRANCE TO SIGNAL HEADS. ARRANGE CABLE SO THAT IT ENTERS THE STRUCTURE FROM THE BOTTOM OF DRIP LOOP.



TYPICAL STEEL STRAIN POLE DETAIL



PEDESTAL POLE MOUNTED SIGNAL HEAD



TYPICAL MAST ARM POLE DETAIL

*NOTE:
 CLEAR-ZONE WIDTH REQUIREMENTS ARE BASED ON AVERAGE DAILY TRAFFIC AND VEHICLE SPEEDS. SEE THE AASHTO "ROADSIDE DESIGN GUIDE" FOR GUIDANCE ON DESIGN OF CLEAR-ZONE AREAS.

FOUNDATIONS SHALL BE INSTALLED ABOVE GRADE, BUT NOT EXCEED 4" MAXIMUM STUB HEIGHT TO LESSEN SNAGGING OF THE UNDERCARRIAGE OF A VEHICLE

Guidelines For Usage On Metric Projects
 When these details are incorporated into plans and or projects that are being prepared or constructed in metric units exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1"=25mm, 4"-100mm and 12"=300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION DESCRIPTION		TRAFFIC SIGNAL DETAIL DETAILS OF METAL TRAFFIC SIGNAL SUPPORT STRUCTURES	
REV. BY:	DATE	DETAIL NUMBER	
	APRIL 2010	TS-04	
NOT TO SCALE - REPORT ERRORS			