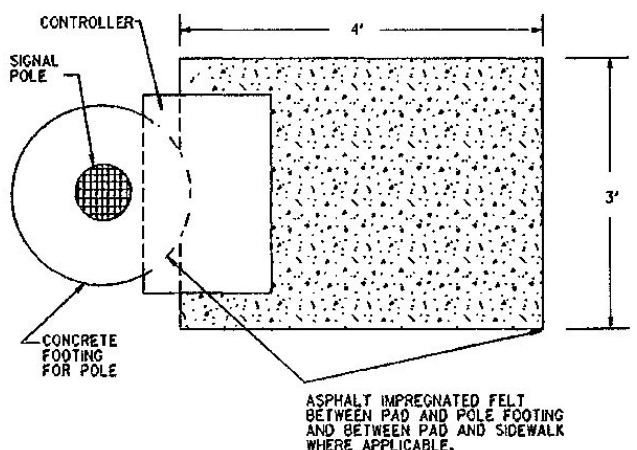


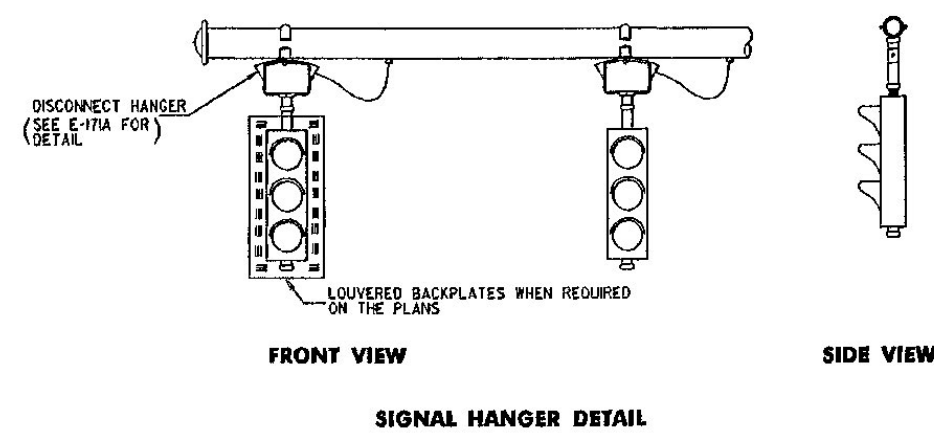
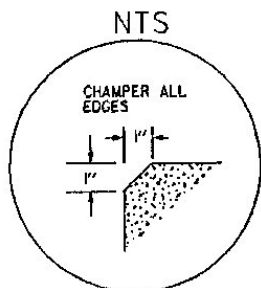
CROSS-SECTION



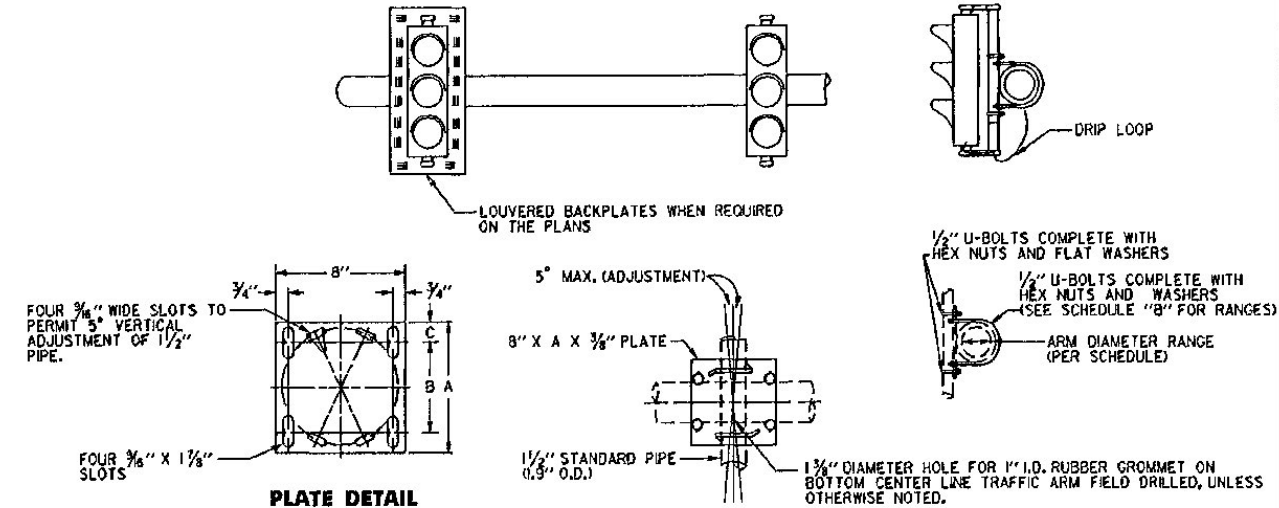
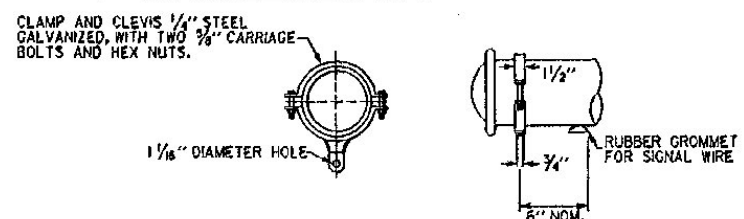
TOP VIEW

CONCRETE PAD DETAIL FOR POLE MOUNTED CONTROLLER CABINET

* THE 3 FOOT DIMENSION MAY BE ADJUSTED AS NECESSARY WHERE SIDEWALK OR ROADWAY IS ADJACENT TO CONTROLLER.



MAST ARM MOUNTING DETAILS FOR FREE SWINGING TRAFFIC SIGNALS

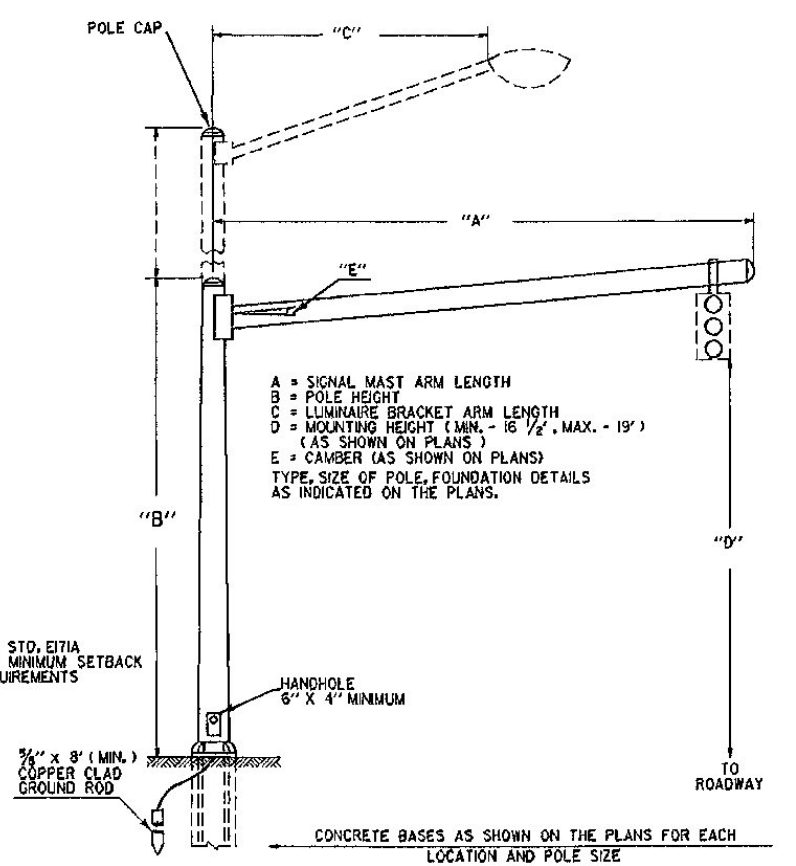


SIGNAL MOUNTING PLATE SCHEDULE

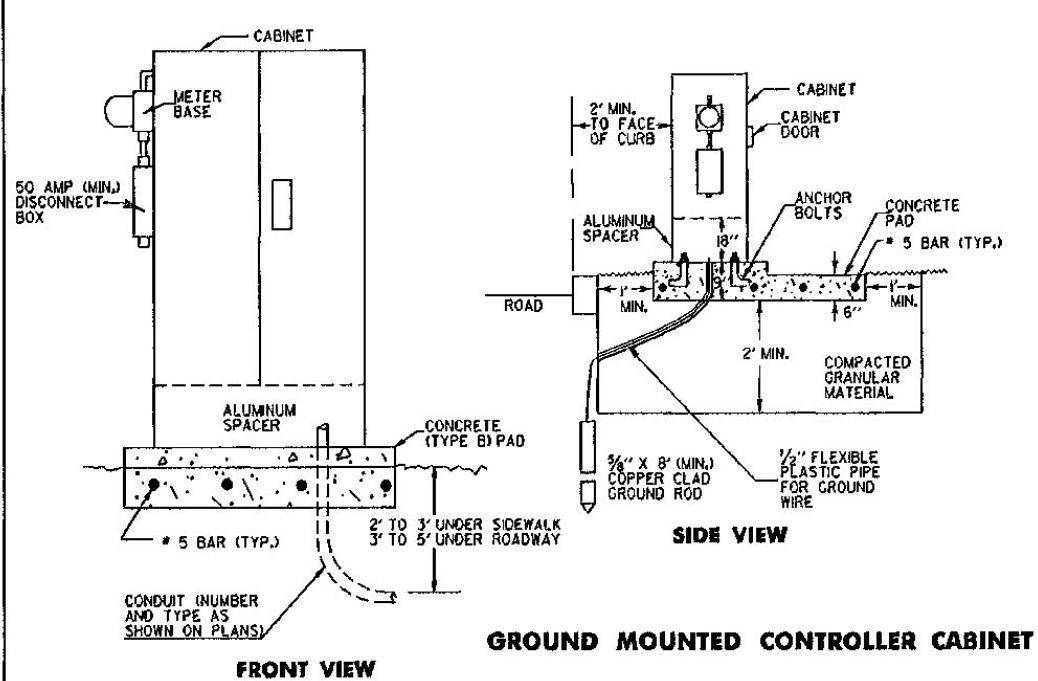
ARM DIAMETER	A	B	C
3.1" - 5.2"	8 3/4"	5 3/8"	1 3/8"
5.2" - 7.9"	10 3/4"	7 3/8"	1 3/8"
7.9" - 11.3"	14"	10 3/8"	1 3/8"

MAST ARM MOUNTING DETAILS FOR FIXED MOUNT TRAFFIC SIGNALS

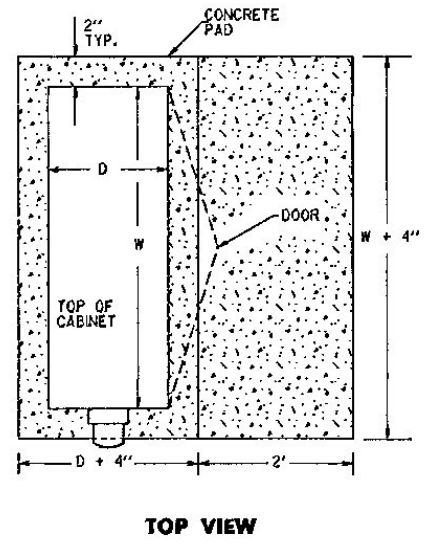
NOTE:
 1.) SIGNAL HEAD CABLES SHALL BE CONTINUOUS FROM THE CONTROLLER TO THE NEAREST SIGNAL HEAD TO WHICH IT APPLIES. THE CABLE SHALL ALSO BE CONTINUOUS FROM THE FIRST SIGNAL HEAD TO ANY ADDITIONAL HEADS WITH TERMINATION ON THE TERMINALS WITHIN THE SIGNAL HEAD HOUSING, OR DISCONNECT HANGER.
 2.) ALL MATERIAL SHALL BE GALVANIZED STEEL.



CANTILEVER MOUNTED TRAFFIC SIGNALS (AND LUMINAIRES)



NOTES:
 1.) CONTROLLER CABINETS OF DIFFERENT SIZES MAY REQUIRE ADJUSTMENTS TO THE DIMENSIONS SHOWN.
 2.) THE NUMBER 5 BARS SHALL BE SPACED AT 16\"/>



TOP VIEW

THE CABINET DIMENSIONS "D" AND "W" VARY WITH MANUFACTURER. A TYPICAL "P" CABINET HAS DIMENSIONS OF D = 26" AND W = 46".

NOTES:
 1.) REFER TO STANDARD E-171A FOR APPROPRIATE NOTES.
 2.) ALTERNATE METHODS FOR RIGID MOUNTING OF SIGNALS TO MAST ARMS MAY BE USED. SHOP DRAWINGS SHALL BE SUBMITTED TO THE TRAFFIC DESIGN SECTION FOR APPROVAL PRIOR TO CONSTRUCTION.
 3.) ALL RIGIDLY MOUNTED TRAFFIC & PEDESTRIAN SIGNALS SHALL BE PROVIDED WITH REINFORCEMENT PLATES AT THE ATTACHMENT POINTS.

REVISIONS AND CORRECTIONS
 MAY 14, 1990 - FHWA COMMENTS

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

APPROVED _____
 JUNE 21, 1989
 DATE

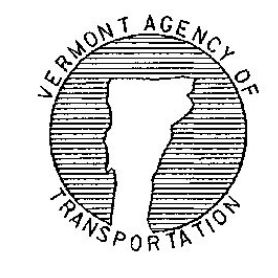
 CHIEF ENGINEER

David S. MacArthur
 DIRECTOR OF PLANNING AND PRE-CONSTRUCTION

David A. Ross
 TRAFFIC AND SAFETY ENGINEER

TRAFFIC CONTROL SIGNALS

MISC. DETAILS



STANDARD

E-171B