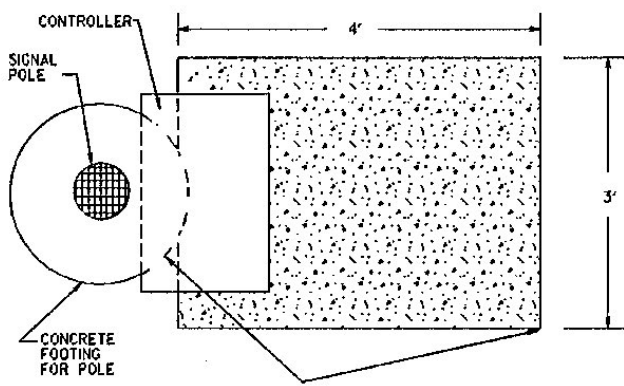
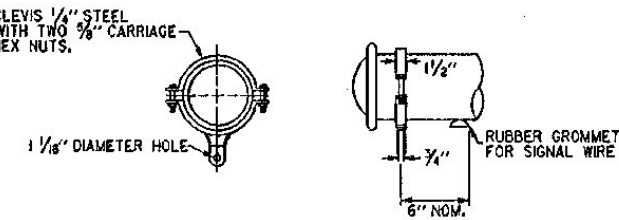
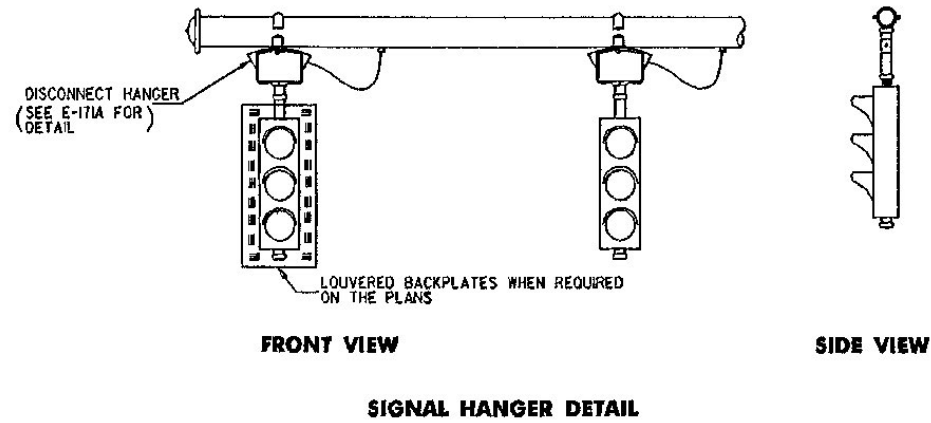
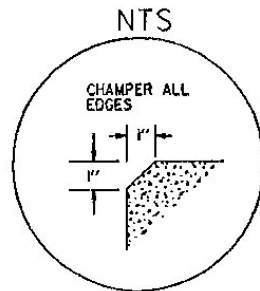


CROSS-SECTION

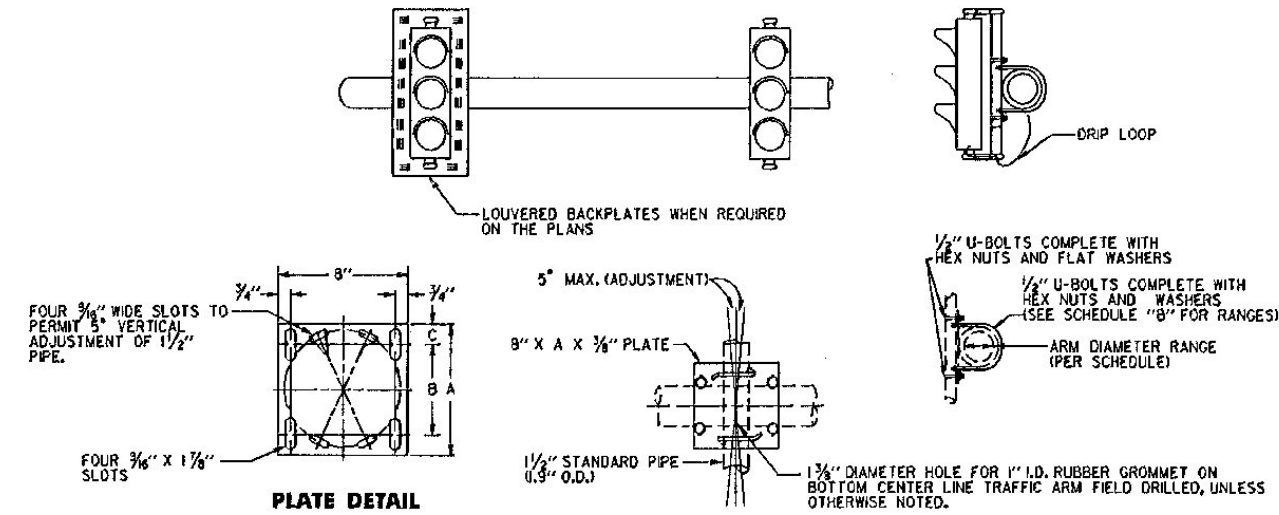


TOP VIEW

CONCRETE PAD DETAIL FOR POLE MOUNTED CONTROLLER CABINET



MAST ARM MOUNTING DETAILS FOR FREE SWINGING TRAFFIC SIGNALS

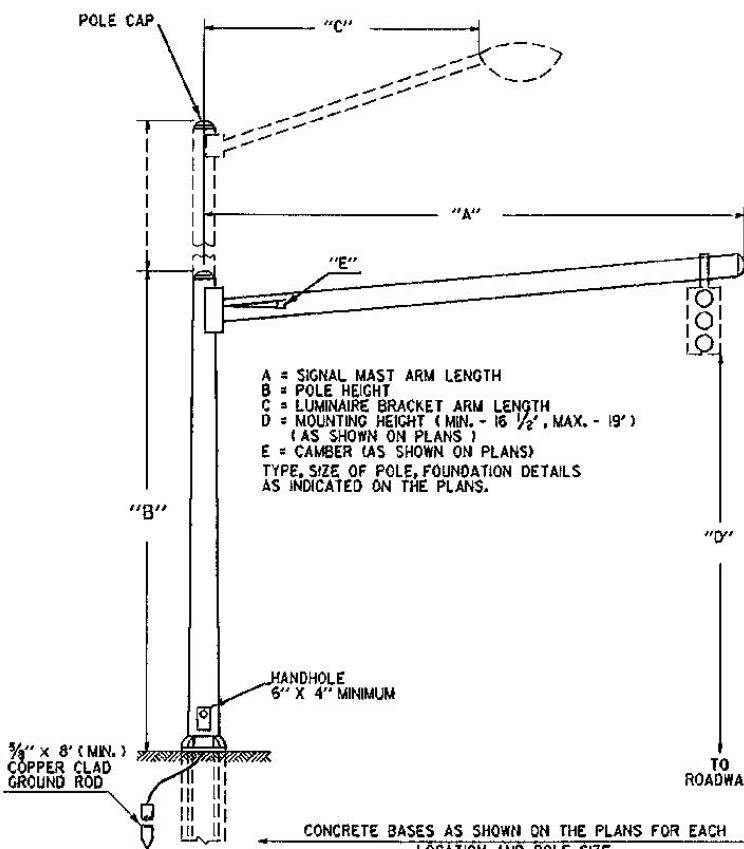


SIGNAL MOUNTING PLATE SCHEDULE

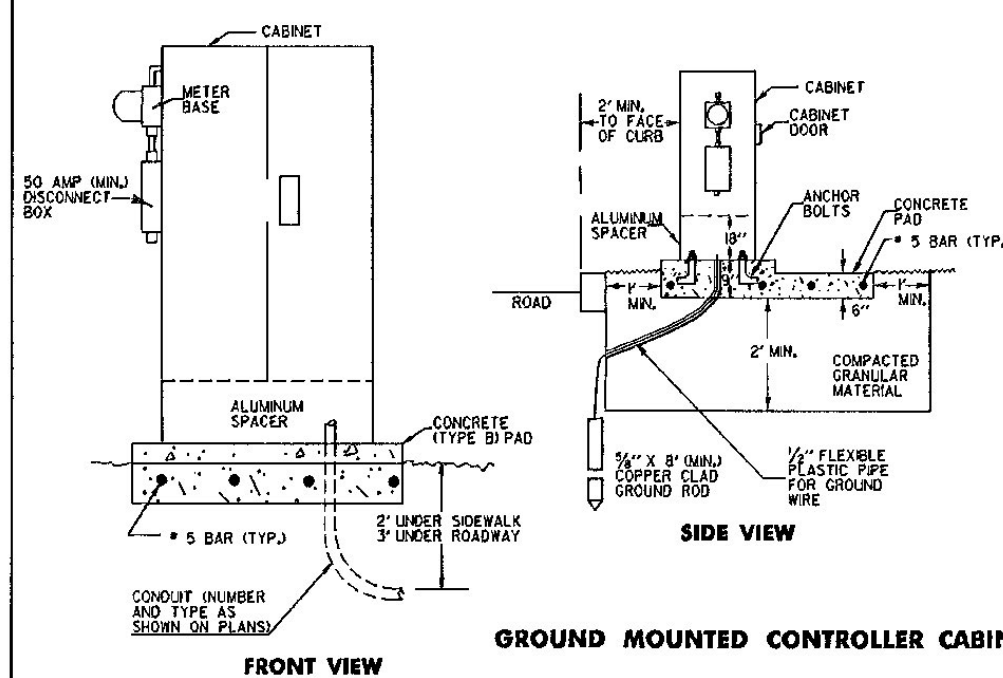
| ARM DIAMETER | A | B | C |
|--------------|---------|---------|---------|
| 3.1" - 5.2" | 8 3/4" | 5 3/8" | 1 1/16" |
| 5.2" - 7.9" | 10 3/4" | 7 5/8" | 1 3/16" |
| 7.9" - 11.3" | 14" | 10 5/8" | 1 3/8" |

MAST ARM MOUNTING DETAILS FOR FIXED MOUNT TRAFFIC SIGNALS

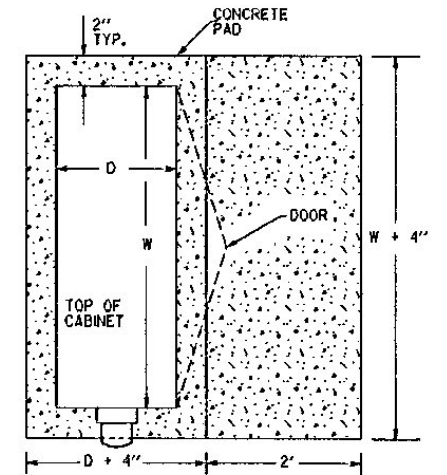
NOTE:
 1.) SIGNAL HEAD CABLES SHALL BE CONTINUOUS FROM THE CONTROLLER TO THE NEAREST SIGNAL HEAD TO WHICH IT APPLIES. THE CABLE SHALL ALSO BE CONTINUOUS FROM THE FIRST SIGNAL HEAD TO ANY ADDITIONAL HEADS WITH TERMINATION ON THE TERMINALS WITHIN THE SIGNAL HEAD HOUSING, OR DISCONNECT HANGER.
 2.) ALL 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" CENTER TO CENTER WITH A MINIMUM OF 3" COVER TO THE GROUND. THEY SHALL RUN BOTH NORMAL AND TRANSVERSE IN THE CONCRETE PAD.
 3.) CONCRETE PAD SHALL HAVE A BRUSH FINISH.
 4.) THE CONTROLLER CABINET ANCHOR BOLT DIMENSIONS SHALL BE SUPPLIED BY THE CABINET MANUFACTURER. THESE BOLTS SHALL BE GALVANIZED OR STAINLESS STEEL.
 5.) THE 50 AMP. DISCONNECT BOX SHALL BE SECURED WITH A MASTER # 3220 PADLOCK.
 6.) THE ALUMINUM CABINET SPACER MAY BE DELETED IN URBAN AREAS, IF SO NOTED ON THE PLANS.
 7.) AN ASPHALT IMPREGNATED PAD SHALL BE USED BETWEEN THE CONTROLLER PAD AND ADJACENT SIDEWALK, WHERE APPLICABLE.



TOP VIEW

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

NOTES

- REFER TO STANDARD E-171A FOR APPROPRIATE NOTES.
- 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.
- ALL RIGIDLY MOUNTED TRAFFIC & PEDESTRIAN SIGNALS SHALL BE PROVIDED WITH REINFORCEMENT PLATES AT THE ATTACHMENT POINTS.

REVISIONS AND CORRECTIONS

APPROVED

JUNE 21, 1989
 DATE
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 CHIEF ENGINEER
Arthur Glass
 DIRECTOR OF PLANNING
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Stanley D. McArthur
 TRAFFIC AND SAFETY ENGINEER

TRAFFIC CONTROL SIGNALS
 MISC. DETAILS



STANDARD
 E-171B