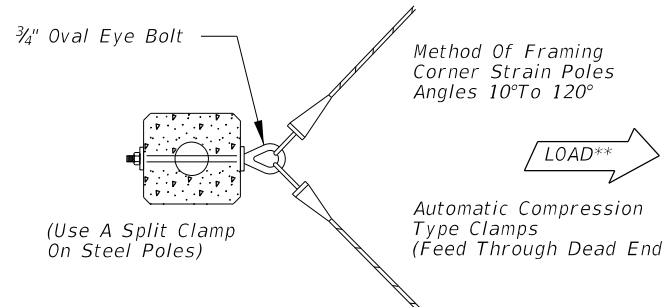


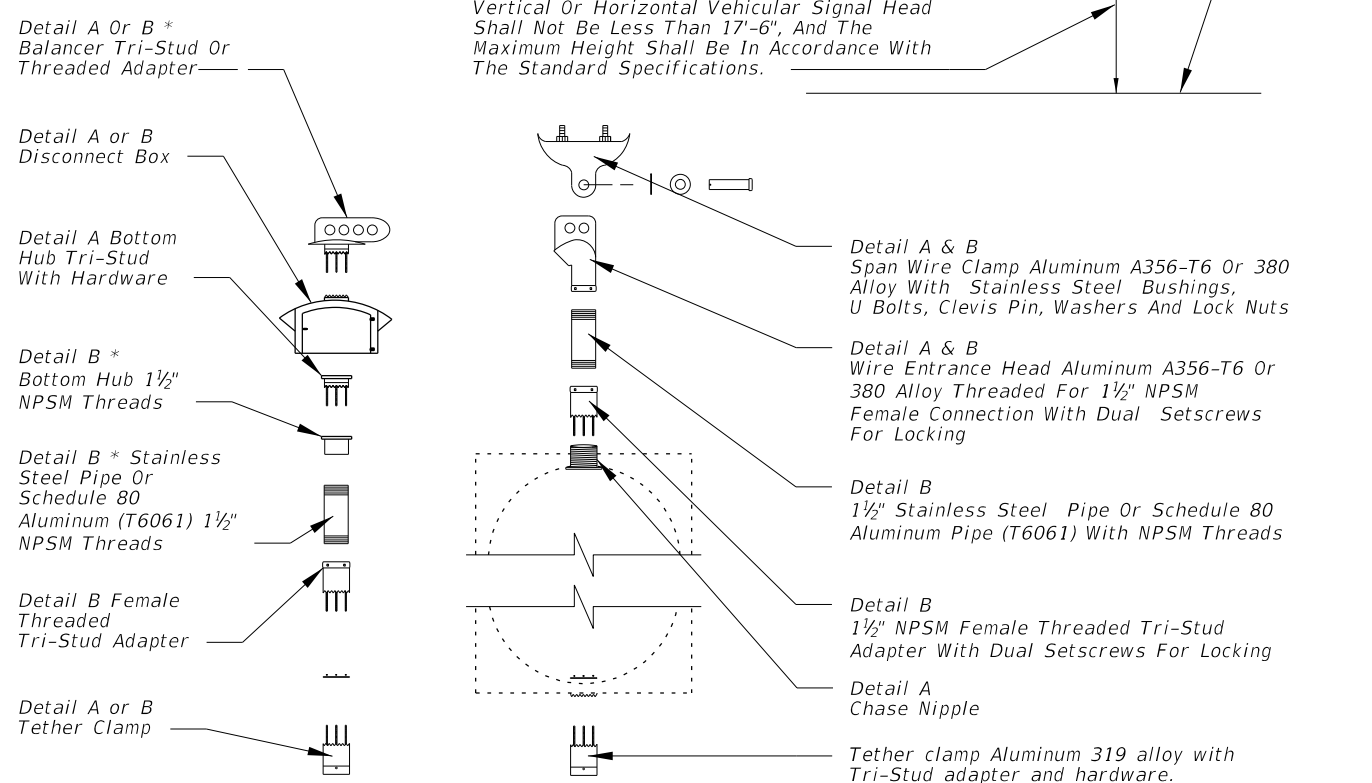
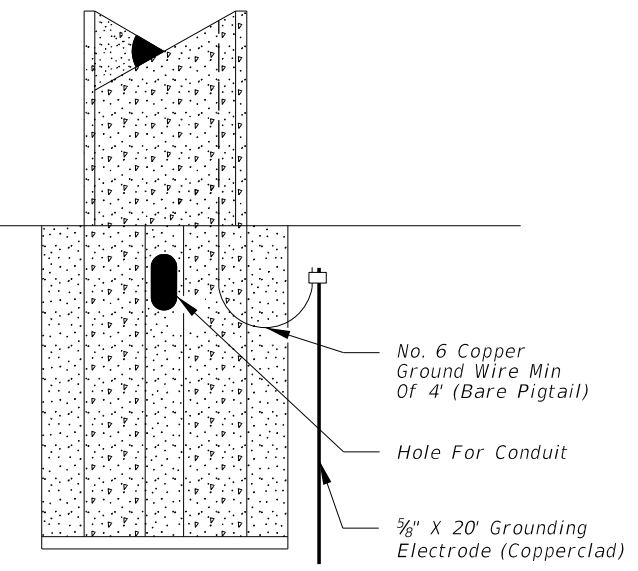
**RETROFIT INSTALLATION**

\*\*\* Clamp location shall be adjusted to compensate for reduced sag and vertical clearance to bottom of signal head.



\*\* The load face of pole shall be perpendicular to load.

**PRESTRESSED CONCRETE POLE NEW CONSTRUCTION**



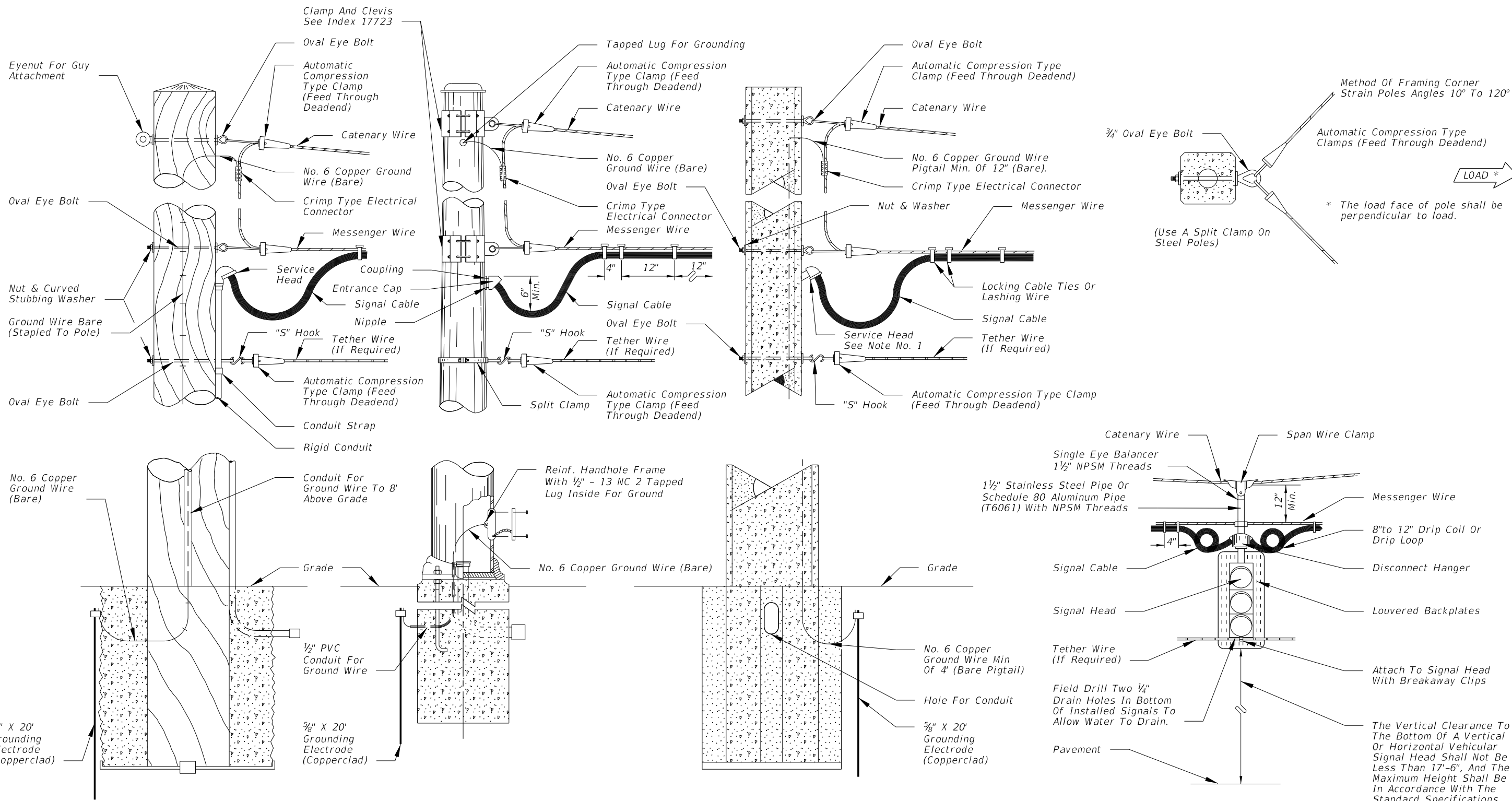
The Vertical Clearance To The Bottom Of A Vertical Or Horizontal Vehicular Signal Head Shall Not Be Less Than 17'-6", And The Maximum Height Shall Be In Accordance With The Standard Specifications.

- 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. Meet all grounding requirements of Section 620 of the Standard Specifications.

**SINGLE POINT ATTACHMENT**

LAST REVISION	DESCRIPTION:		<b>FDOT DESIGN STANDARDS</b> FY 2012/2013	<b>SIGNAL CABLE &amp; SPAN WIRE</b> <b>INSTALLATION DETAILS</b>	INDEX NO.	SHEET NO.
01/01/12					17727	1

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WOOD POLE

STEEL POLE

PRESTRESSED CONCRETE POLE

- 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. The overlapped connection of adjustable hangers shall use a minimum of 2 bolts with a minimum spacing of 2" between bolts.
  4. Meet all grounding requirements of Section 620 of the Standard Specifications.

TWO POINT ATTACHMENT

LAST REVISION	REVISION	DESCRIPTION:	 <b>FDOT DESIGN STANDARDS</b> FY 2012/2013	<b>SIGNAL CABLE &amp; SPAN WIRE</b> <b>INSTALLATION DETAILS</b>	INDEX NO. <b>17727</b>	SHEET NO. <b>2</b>
01/01/12						

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