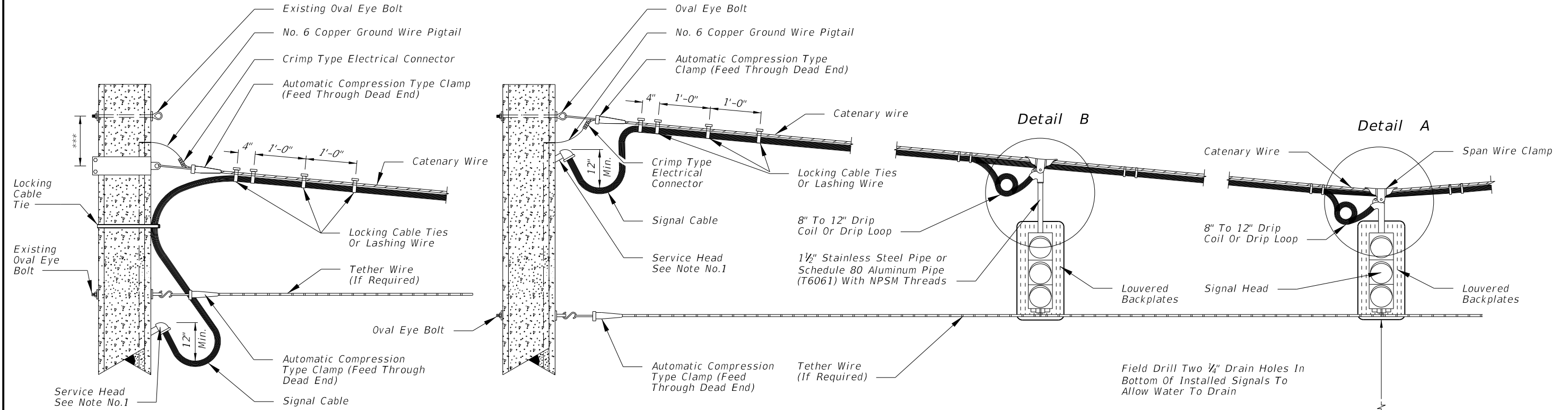
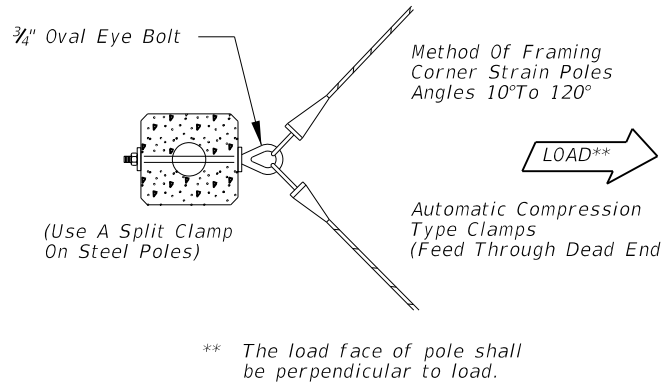


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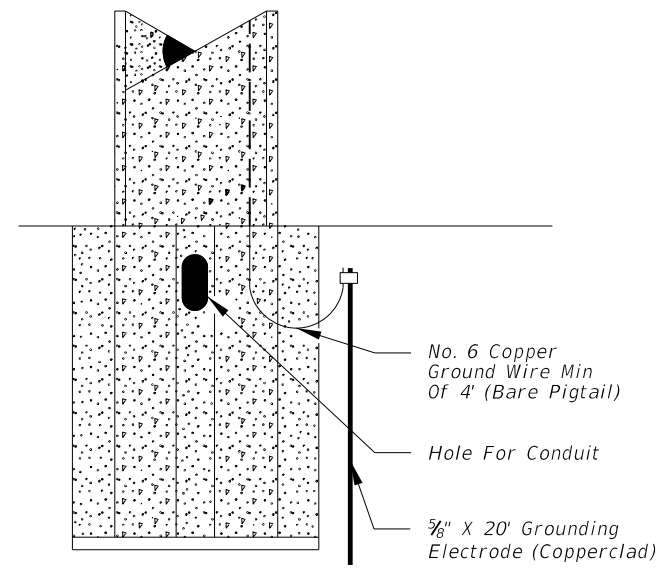


**RETROFIT INSTALLATION**

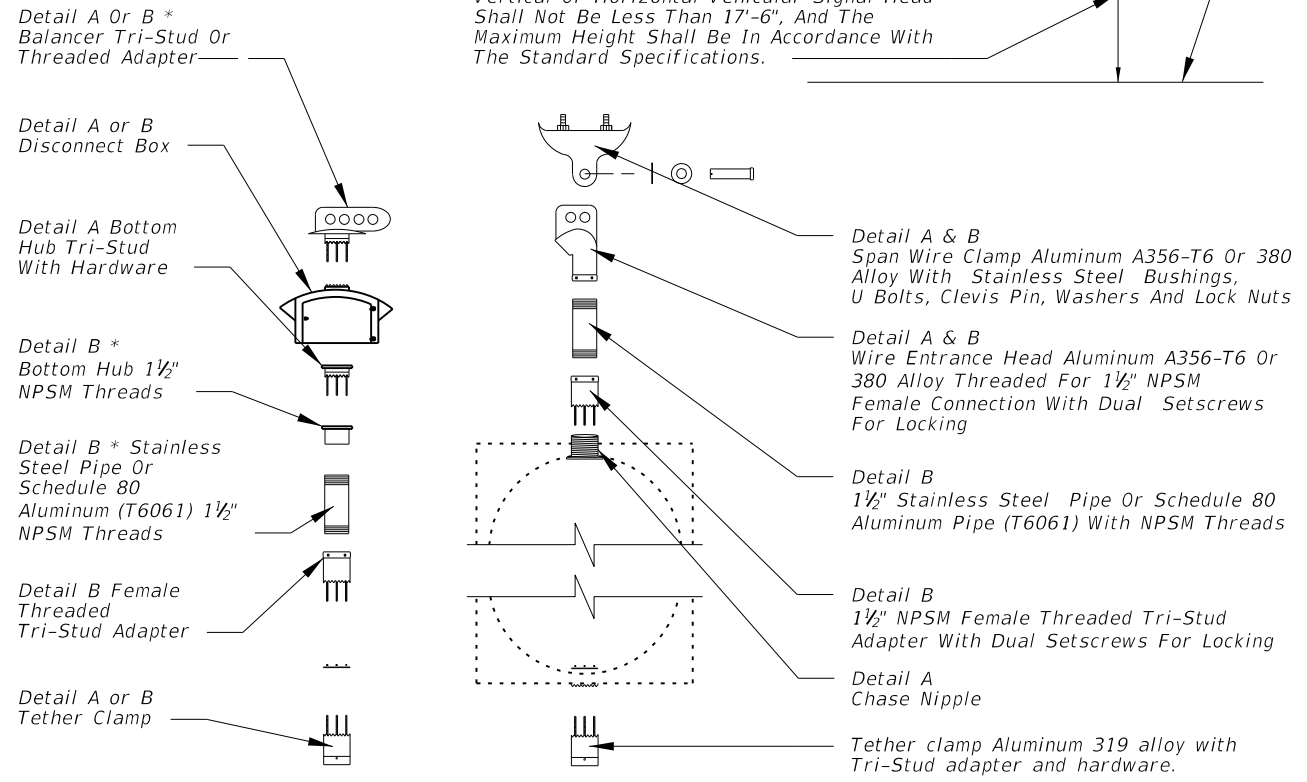
\*\*\* Clamp location shall be adjusted to compensate for reduced sag and vertical clearance to bottom of signal head.



**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.

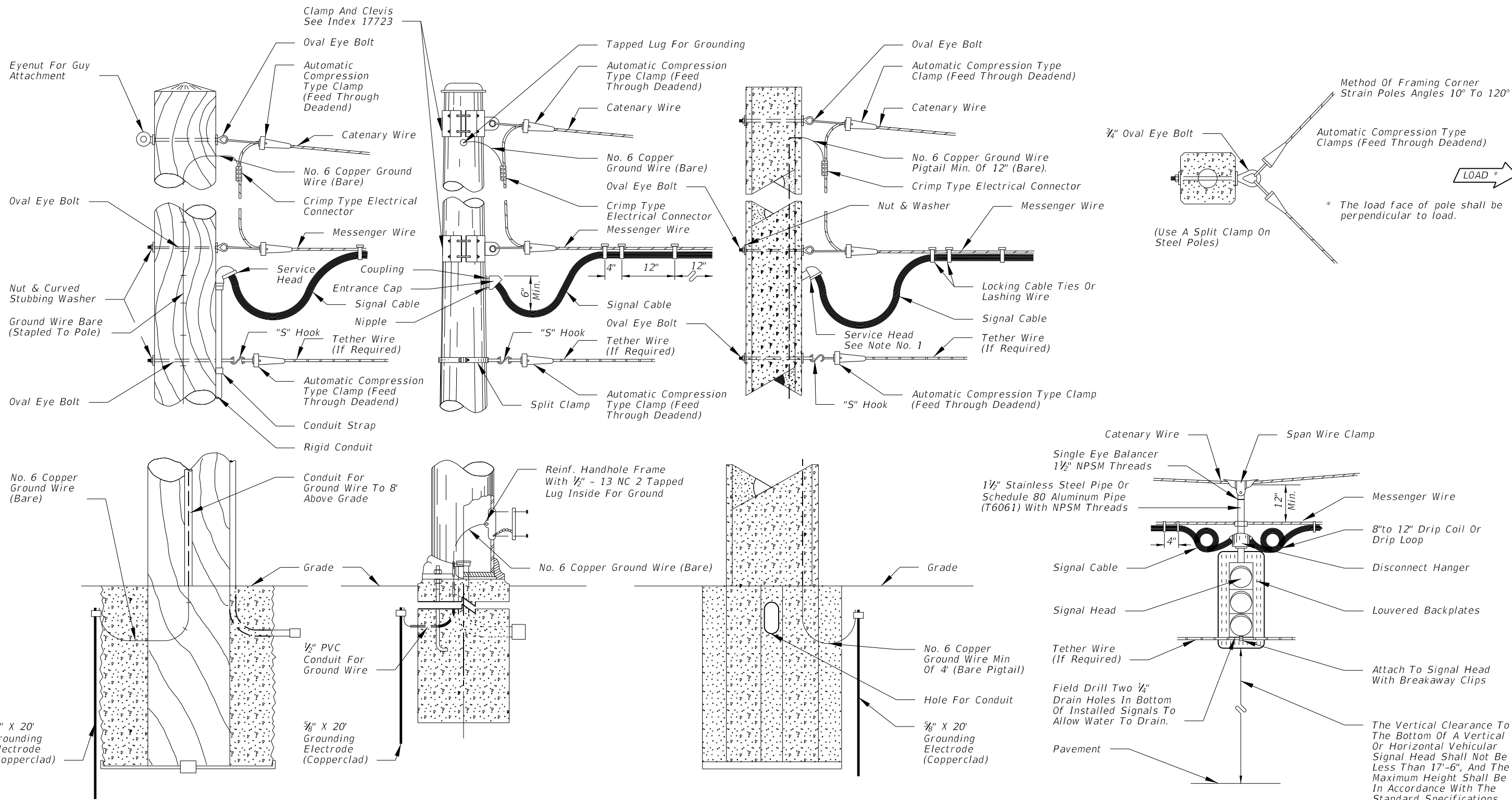


\* For long pipe hangers a wire entrance head may be substituted for balancer and the drop pipe installed above the disconnect box.

- 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	REVISION	DESCRIPTION:	 <b>FDOT DESIGN STANDARDS 2013</b>	<b>SIGNAL CABLE &amp; SPAN WIRE INSTALLATION DETAILS</b>	INDEX NO. <b>17727</b>	SHEET NO. <b>1</b>
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- 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	DESCRIPTION:	 <b>FDOT DESIGN STANDARDS</b> 2013	<b>SIGNAL CABLE &amp; SPAN WIRE</b> INSTALLATION DETAILS	INDEX NO.	SHEET NO.
01/01/12	REVISION			17727	2

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