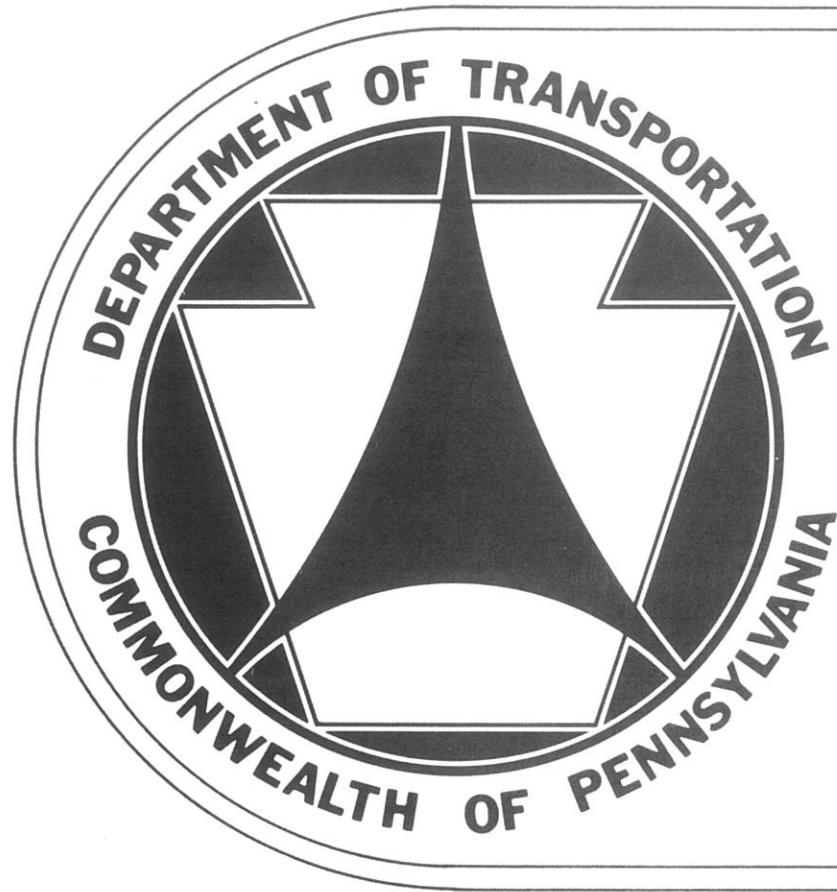
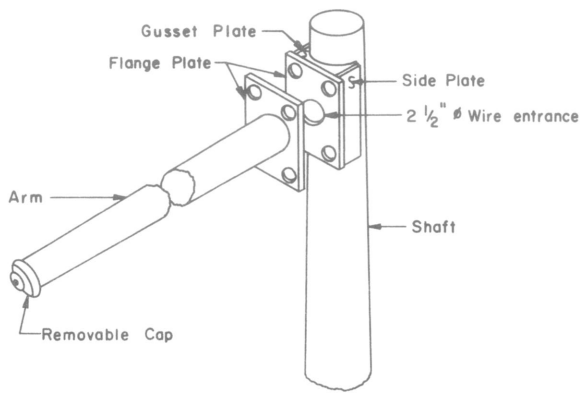


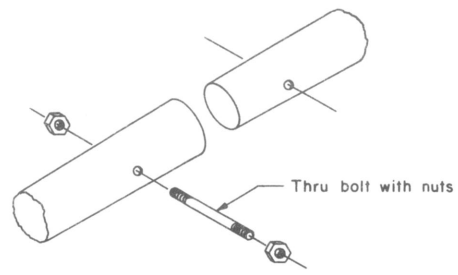


TRAFFIC STANDARDS - SIGNALS

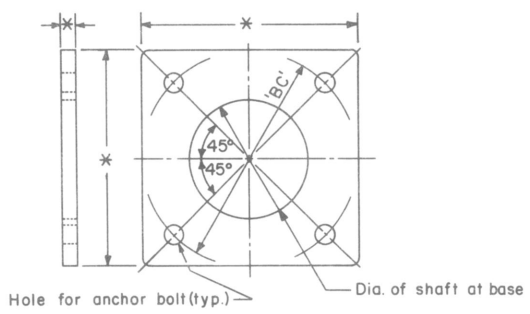
7080-2380-01-00 K.M.S. 10 1183 12-72 2750



FLANGE PLATE ASSEMBLY



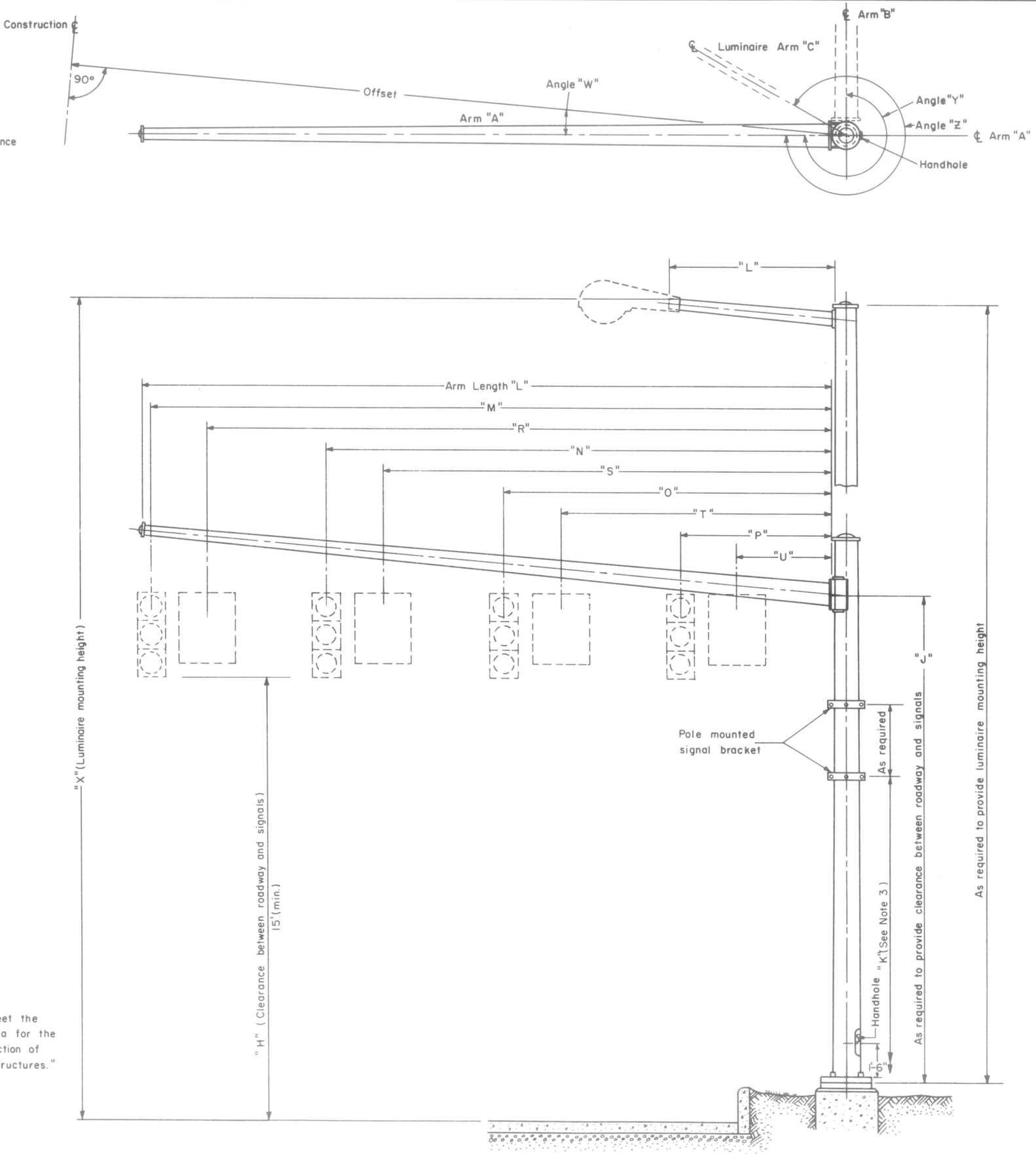
CONNECTION OF TWO SECTION ARM
(Arm length 40 ft. or greater)



Mast Arm Length	'B C'	Dia. of Bolt Circle	Anchor Bolt
0'-15'	14"	3/4"	1"
16'-20'	15"	1"	1"
21'-25'	16"	1"	1"
26'-30'	17"	1"	1"
31'-35'	18"	1 1/4"	1 1/4"
36'-40'	19"	1 1/4"	1 1/4"
41'-45'	20"	1 1/4"	1 1/4"
46'-50'	21"	1 1/4"	1 1/4"

ANCHOR BASE

* As required to meet the department's "Criteria for the Design and Construction of Traffic-Related Structures."



- NOTE:
1. For foundation detail see Standard Drawing TC-7804
 2. Handhole shall be placed 90° or 180° from the centerline of Arm "A".
 3. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.
 4. For detail of signal mounting brackets and controller cabinet brackets see Standard Drawing TC-7803.

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

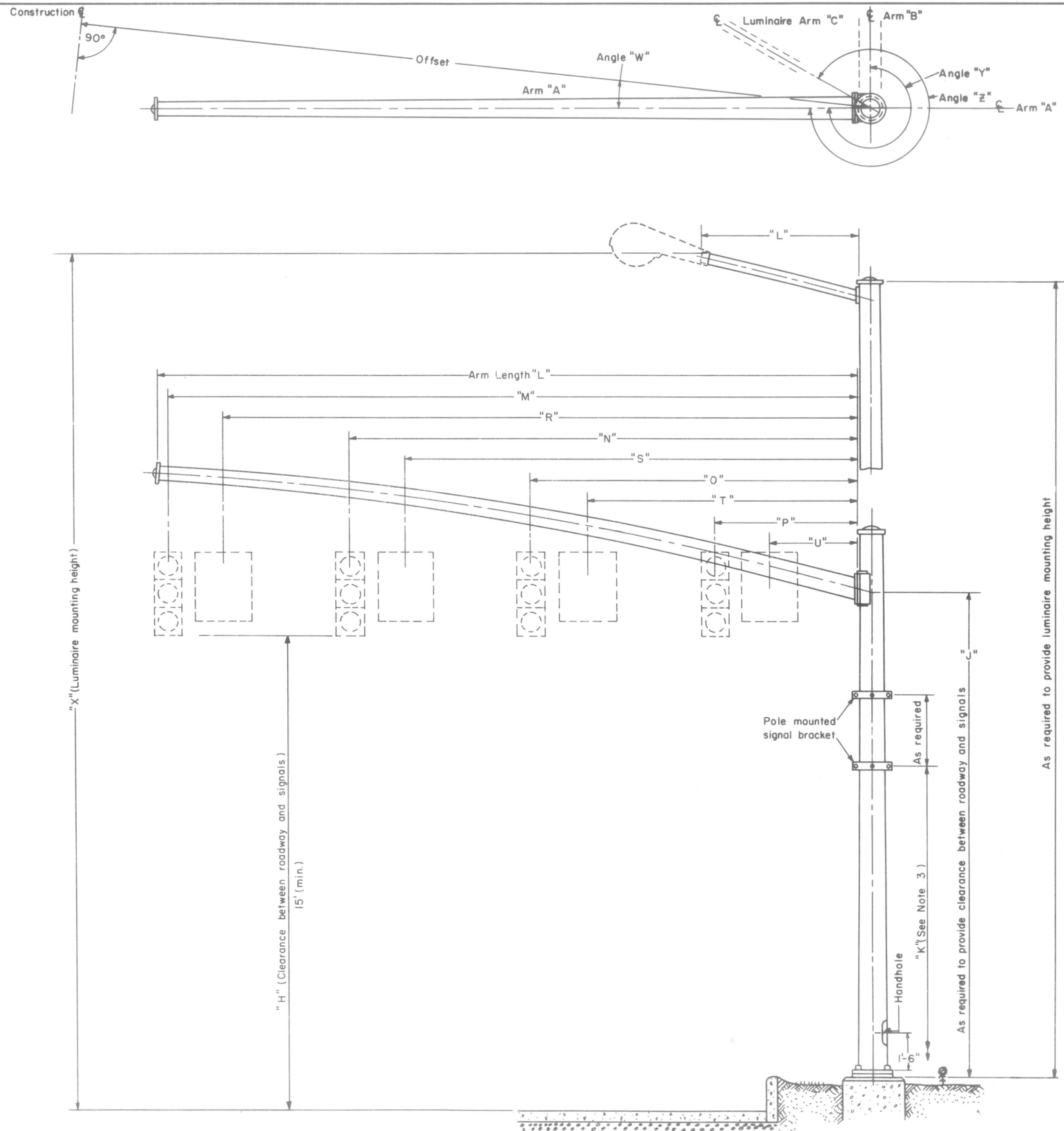
TRAFFIC SIGNAL SUPPORT
MAST ARM TYPE I, IT, IL, ITL

Recommended 8/18/77
Director, Bureau of
Traffic Engineering

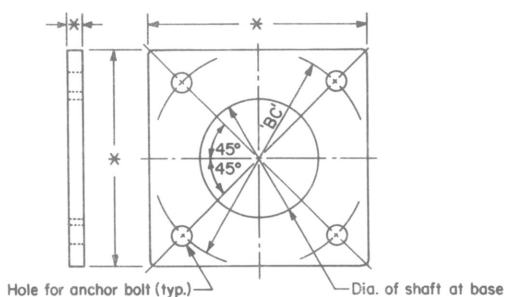
Approved 8/18/77
James R. Wilson
Deputy Chief
Highway Engineer

SH 1 of 5
TC-7801

7530-2300-01-00 K&C 10 1100 12-73 2700



- NOTE:
- 1. For foundation detail see Standard Drawing TC-7804.
 - 2. Handhole shall be placed 90° or 180° from the centerline of Arm "A".
 - 3. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.
 - 4. For detail of signal mounting brackets and controller cabinet brackets see Standard Drawing TC-7803.



Mast Arm Length	'BC' Bolt Circle	Dia. of Anchor Bolt
0'-15'	14"	3/4"
16'-20'	15"	1"
21'-25'	16"	1"
26'-30'	17"	1"
31'-35'	18"	1 1/4"
36'-40'	19"	1 1/4"
41'-45'	20"	1 1/4"
46'-50'	21"	1 1/4"

* As required to meet the Department's "Criteria for the Design and Construction of Traffic Related Structures".

ANCHOR BASE

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DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

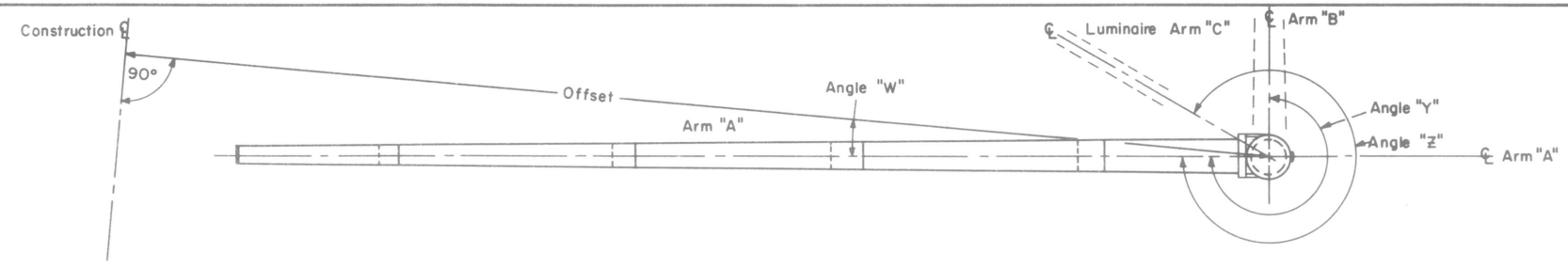
TRAFFIC SIGNAL SUPPORT
MAST ARM TYPE II, II T, II L, II TL

Recommended 2/18/77
Director, Bureau of
Traffic Engineering

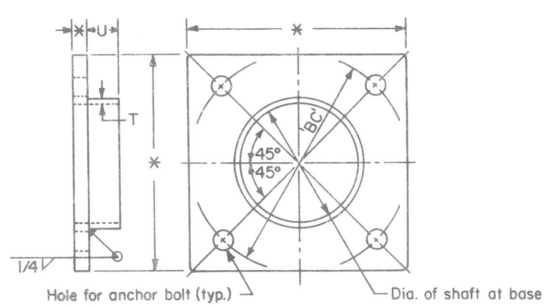
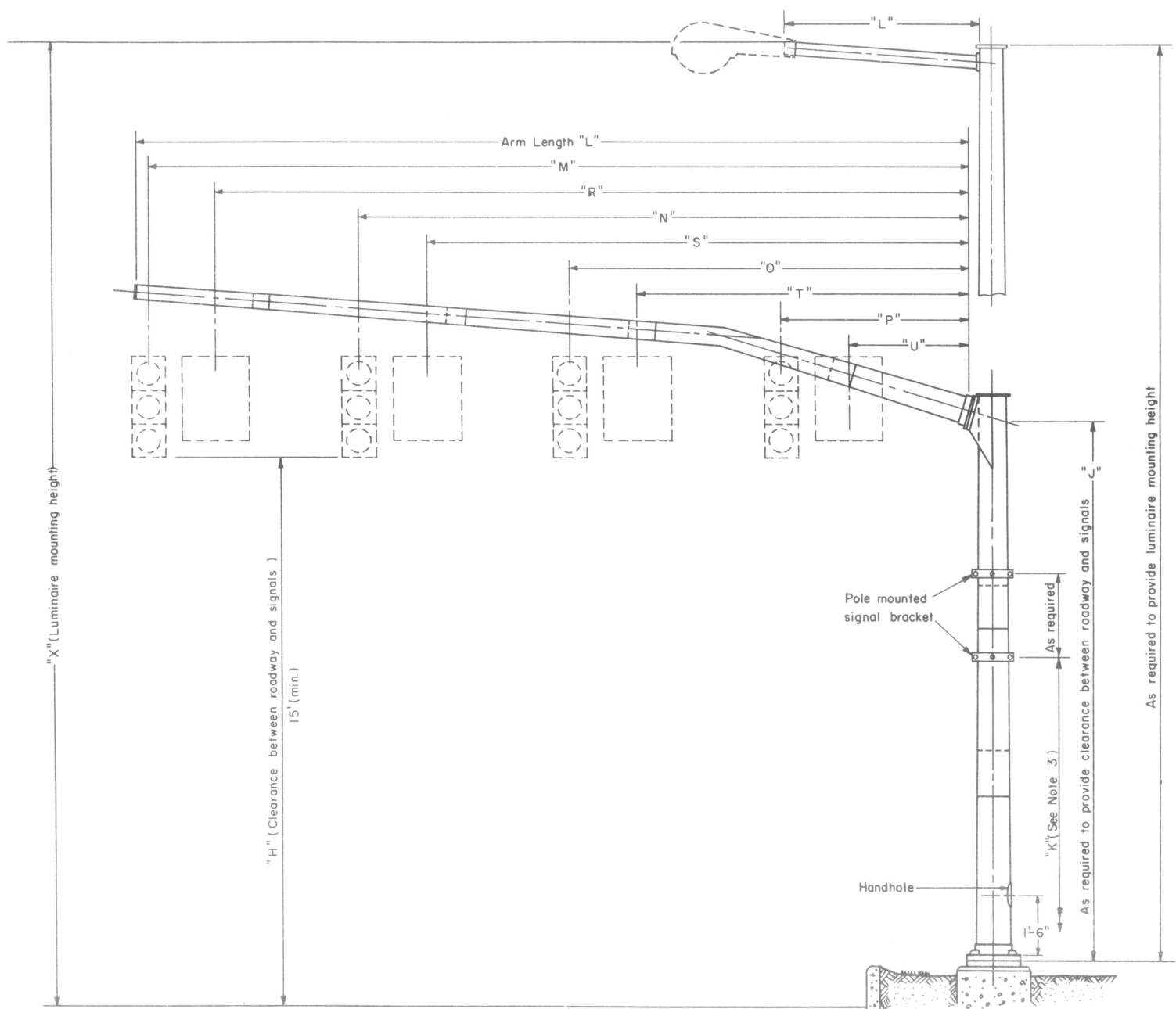
Approved 2/18/77
[Signature]
Highway Engineer

Sheet 2 of 2
TC-7801

7800-2200-0140 K.D.E. 10 1150 12-73 5750-



- NOTE:
1. For foundation detail see Standard Drawing TC-7804.
 2. Handhole shall be placed 90° or 180° from the centerline of Arm "A".
 3. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.
 4. For detail of signal mounting brackets and controller cabinet brackets see Standard Drawing TC-7803.



Mast Arm Length	'BC' Bolt Circle	Dia. of Anchor Bolt	T	U
0'-15'	14"	3/4"	3/16"	1-1/2"
16'-20'	15"	1"	3/16"	1-1/2"
21'-25'	16"	1"	3/16"	1-1/2"
26'-30'	17"	1"	1/4"	2"
31'-35'	18"	1 1/4"	1/4"	2"
36'-40'	19"	1 1/4"	1/4"	2"
41'-45'	20"	1 1/4"	1/4"	2"
46'-50'	21"	1 1/4"	1/4"	2"

*As required to meet the Department's "Criteria for the Design and Construction of Traffic Related Structure".

ANCHOR BASE

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

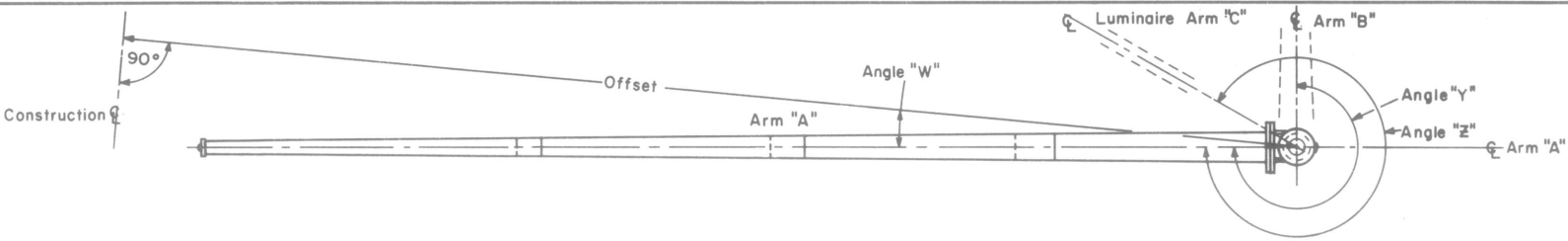
TRAFFIC SIGNAL SUPPORT
MAST ARM TYPE III, III T, III L, III TL

Recommended 2/18/77
Director, Bureau of
Traffic Engineering

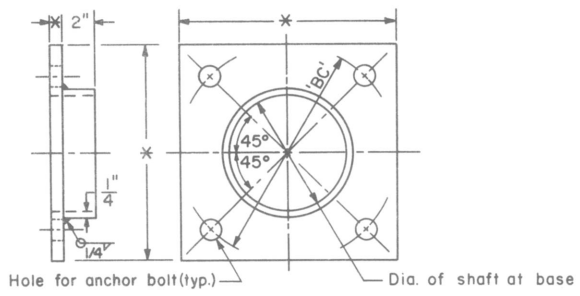
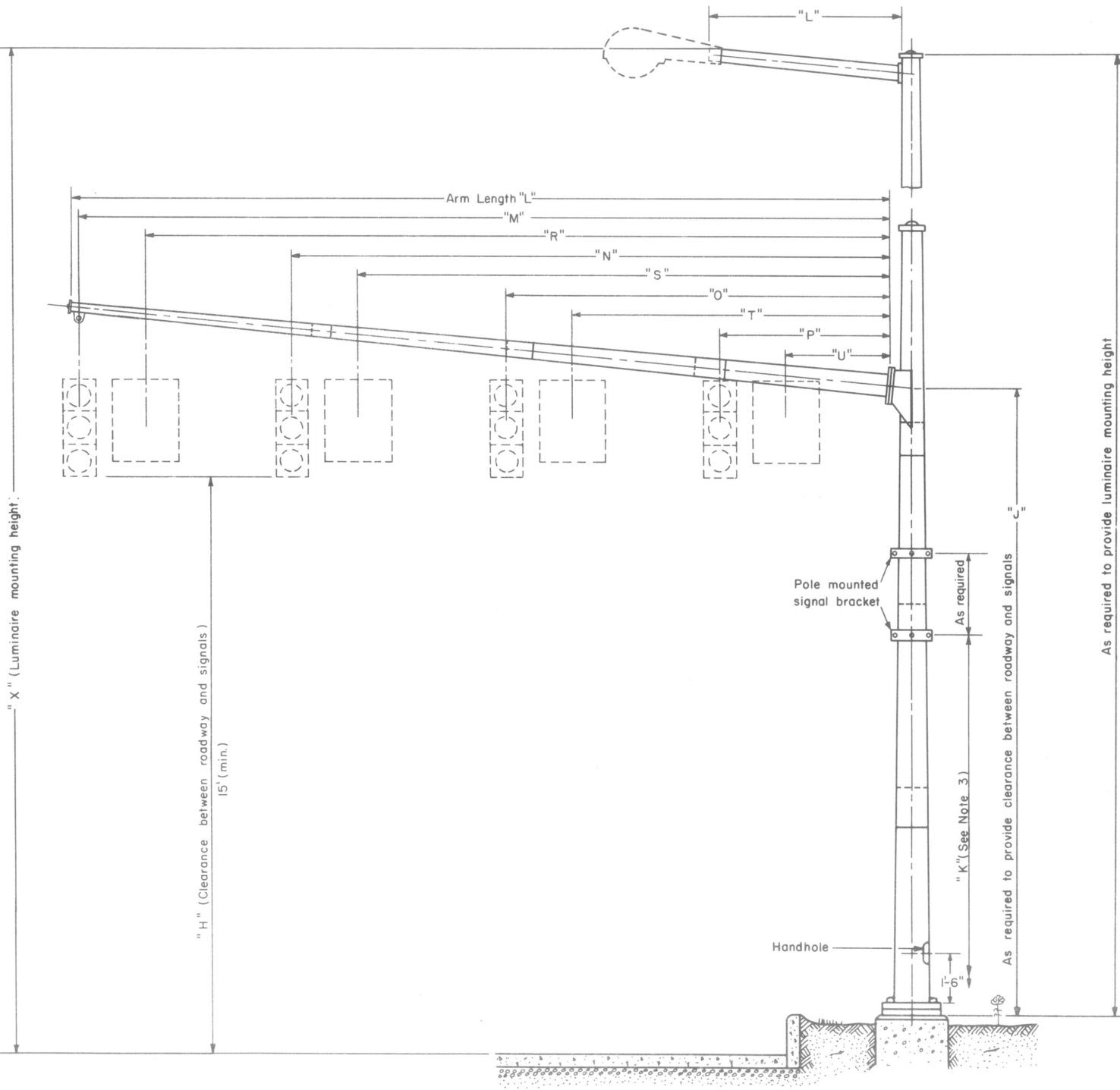
Approved 2/18/77
Deputy Chief
Highway Engineer

SM 3 of 5
TC-7801

7530-2200-01-00 K.B.E. 10 1188 12-73 2200



- NOTE:
1. For foundation detail see Standard Drawing TC-7804.
 2. Handhole shall be placed 90° or 180° from the centerline of Arm "A".
 3. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.
 4. For detail of signal mounting brackets and controller cabinet brackets see Standard Drawing TC-7803.



Mast Arm Length	'BC' Bolt Circle	Dia. of Anchor Bolt
0'-15'	14"	3/4"
16'-20'	15"	1"
21'-25'	16"	1"
26'-30'	17"	1"
31'-35'	18"	1 1/4"
36'-40'	19"	1 1/4"
41'-45'	20"	1 1/4"
46'-50'	21"	1 1/4"

* As required to meet the Department's "Criteria for the Design and Construction of Traffic Related Structures".
ANCHOR BASE

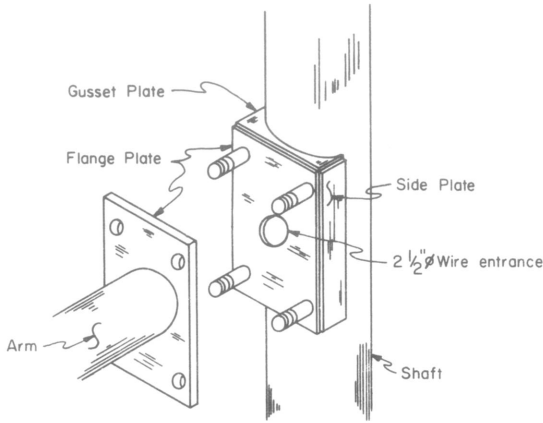
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL SUPPORT
MAST ARM TYPE IV, IVT, IVL, IVTL

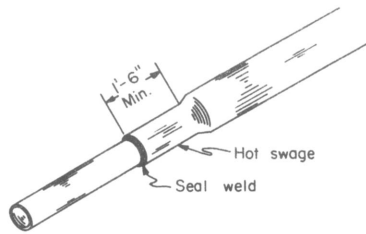
Recommended <u>2/10/77</u>	Approved <u>2/10/77</u>	Sheet <u>5</u> of <u>6</u>
Director, Bureau of Traffic Engineering	Deputy Chief Highway Engineer	TC-7801

DESIGNED BY R.E.M.
CHECKED BY _____

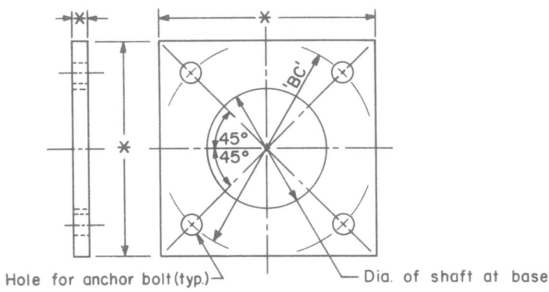
7800-2200-01-00 K&E 10 1100 12-75 22700



FLANGE PLATE ASSEMBLY



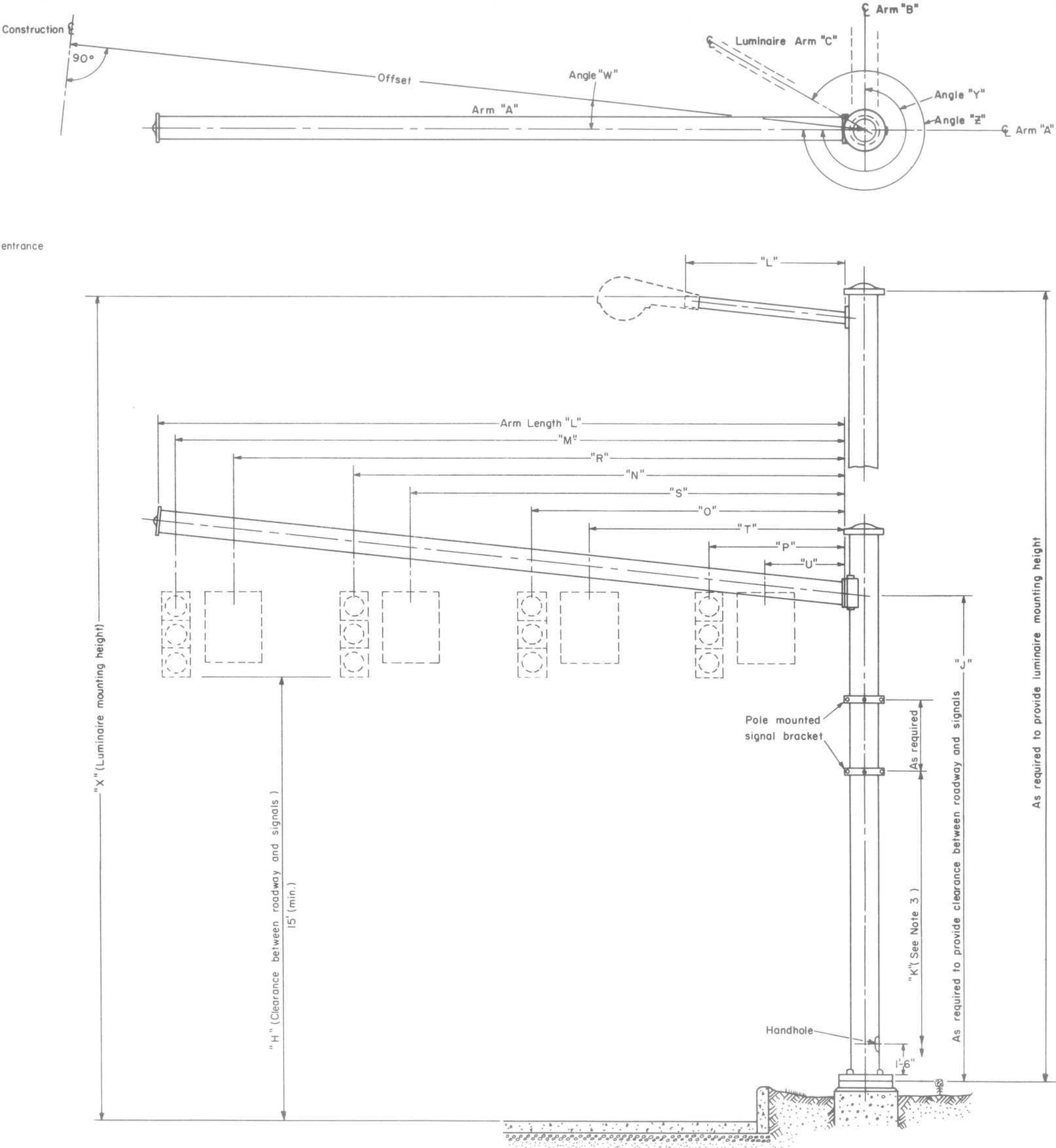
CONNECTION OF TWO SECTION ARM
(Arm length greater than 45 ft.)



Mast Arm Length	'BC' Bolt Circle	Dia. of Anchor Bolt
0'-15'	14"	3/4"
16'-20'	15"	1"
21'-25'	16"	1"
26'-30'	17"	1"
31'-35'	18"	1 1/4"
36'-40'	19"	1 1/4"
41'-45'	20"	1 1/4"
46'-50'	21"	1 1/4"

* As required to meet the Department's "Criteria for the Design and Construction of Traffic Related Structures".

ANCHOR BASE



- NOTE:
1. For foundation detail see Standard Drawing TC-7804.
 2. Handhole shall be placed 90° or 180° from the centerline of Arm "A".
 3. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.
 4. For detail of signal mounting brackets and controller cabinet brackets see Standard Drawing TC-7803.

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

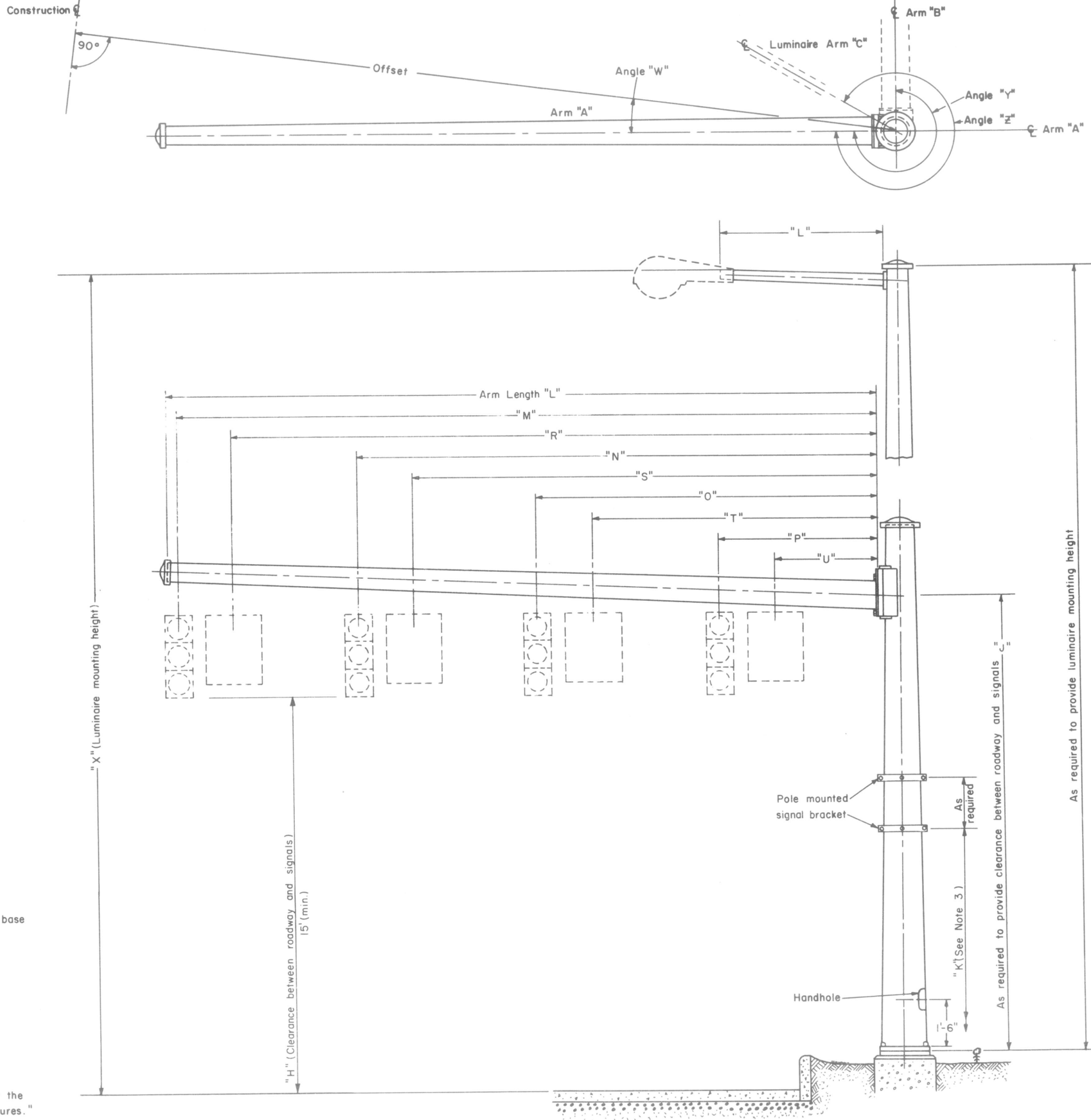
TRAFFIC SIGNAL SUPPORT
MAST ARM TYPE V, VT, VL, VTL

Recommended 2/18/77
Director, Bureau of Traffic Engineering

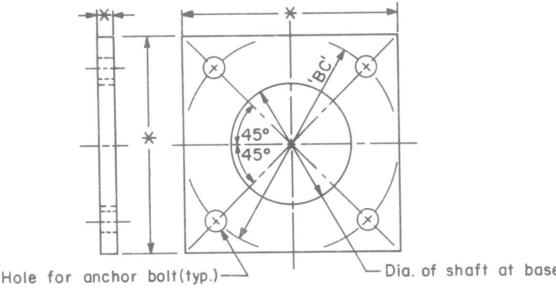
Approved 2/18/77
Deputy Chief Highway Engineer

We 5 of 6
TC-7801

7500-2500-0140 K&M 10 1100 12-73 2700-



- NOTE:
1. For foundation detail see Standard Drawing TC-7804.
 2. Handhole shall be placed 90° or 180° from the centerline of Arm "A".
 3. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.
 4. For detail of signal mounting brackets and controller cabinet brackets see Standard Drawing TC-7803.



Mast Arm Length	'BC' Bolt Circle	Dia. of Anchor Bolt
0'-15'	14"	3/4"
16'-20'	15"	1"
21'-25'	16"	1"
26'-30'	17"	1"
31'-35'	18"	1 1/4"
36'-40'	19"	1 1/4"
41'-45'	20"	1 1/4"
46'-50'	21"	1 1/4"

* As required to meet the Department's "Criteria for the Design and Construction of Traffic Related Structures."

ANCHOR BASE

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

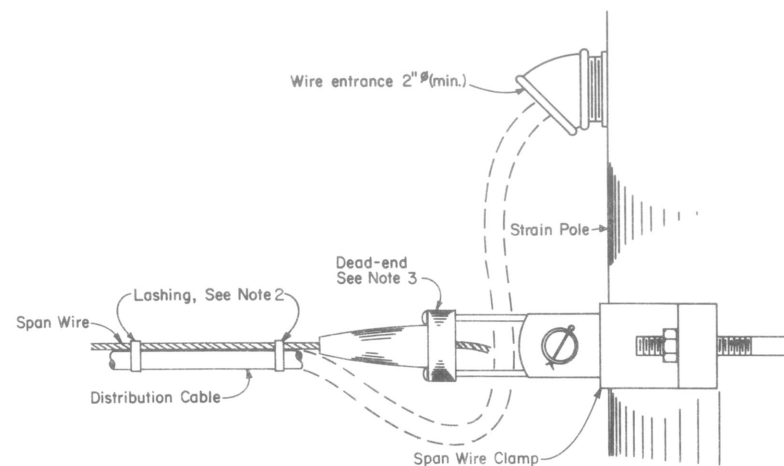
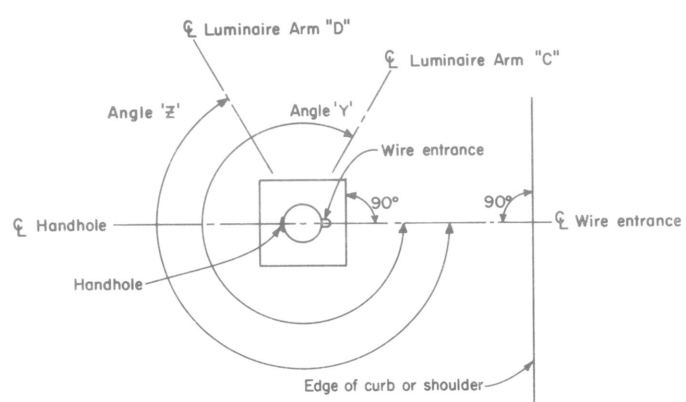
TRAFFIC SIGNAL SUPPORT
MAST ARM TYPE VI, VII, VII L, VII TL

Recommended 3/10/77
Director, Bureau of
Traffic Engineering

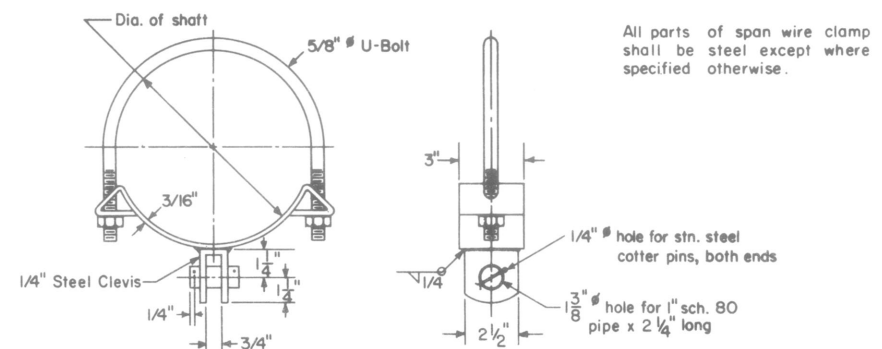
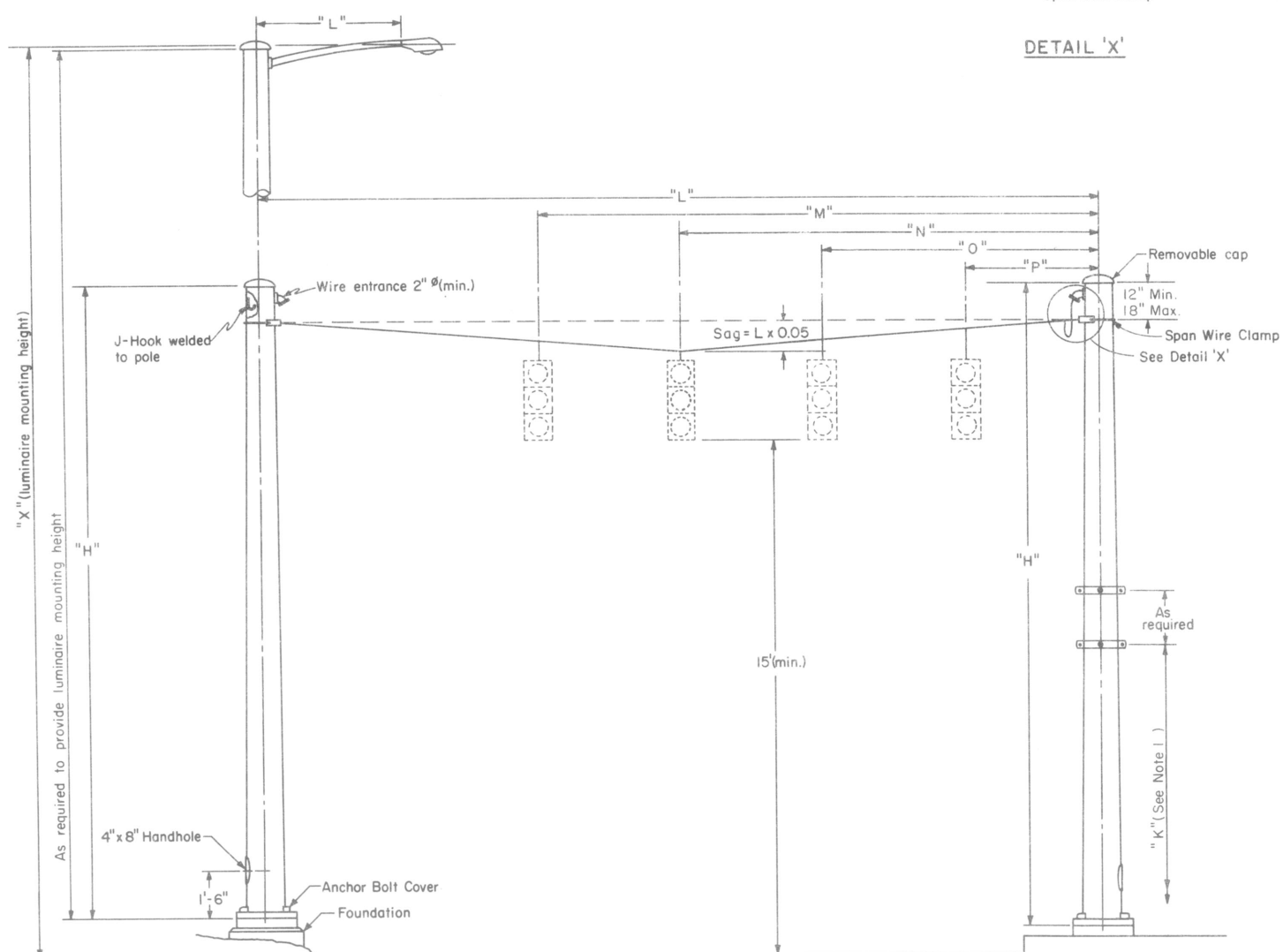
Approved 3/10/77
Highway Chief

Sh. 5 of 6
TC-7801

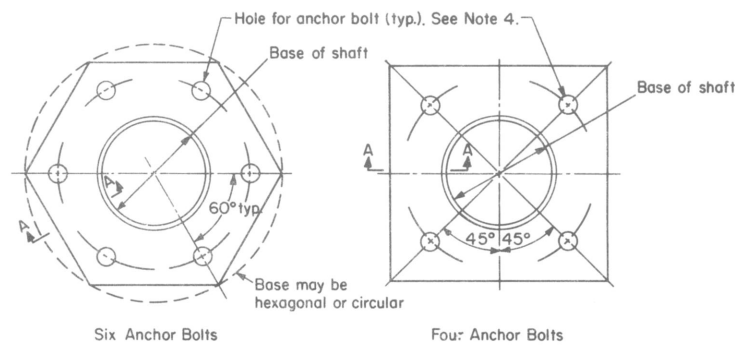
7800-2380-0140 K.B.E. 10 1180 10-73 2703



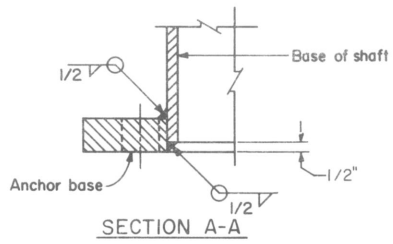
DETAIL 'X'



SPAN WIRE CLAMP



ANCHOR BASE



SECTION A-A

SPAN WIRE				
Nom. Dia. of Span Wire	Minimum Breaking Strength of Span Wire, lbf			
	Utilities Grade	Siemens-Martin High Grade	High Strength Grade	Extra High Strength Grade
1/4"	—	3150 *	4750	6650
5/16"	6000 *	5350	8000 *	11200
3/8"	11500 *	6950 *	10800	15400
7/16"	18000 *	9350 *	14500 *	20800
1/2"	25000 *	12100 *	18800 *	26900

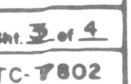
* Most commonly used and readily available

- NOTE:
1. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.
 2. The distribution cable shall be lashed to the span wire by self-locking cable ties of the outdoor type, solid copper wire, galvanized steel wire or stainless steel wire. Wire used as a lashing shall make one complete wrap at intervals not exceeding six inches. Ends of wire lashing shall be secured to the span wire with an all purpose split bolt connector. Cable ties shall be placed at intervals not exceeding 12 inches.
 3. Dead-ends which develop the strength of the span wire may be a feed-thru strandwise with stainless steel bail or a galvanized steel multi-wire preformed loop.
 4. Quantity and size of holes for anchor bolts shall conform to Standard Drawing TC-7804.
 5. For foundation detail see Standard Drawing TC-7804.
 6. For detail of signal mounting brackets and controller cabinet brackets see Standard Drawing TC-7803.

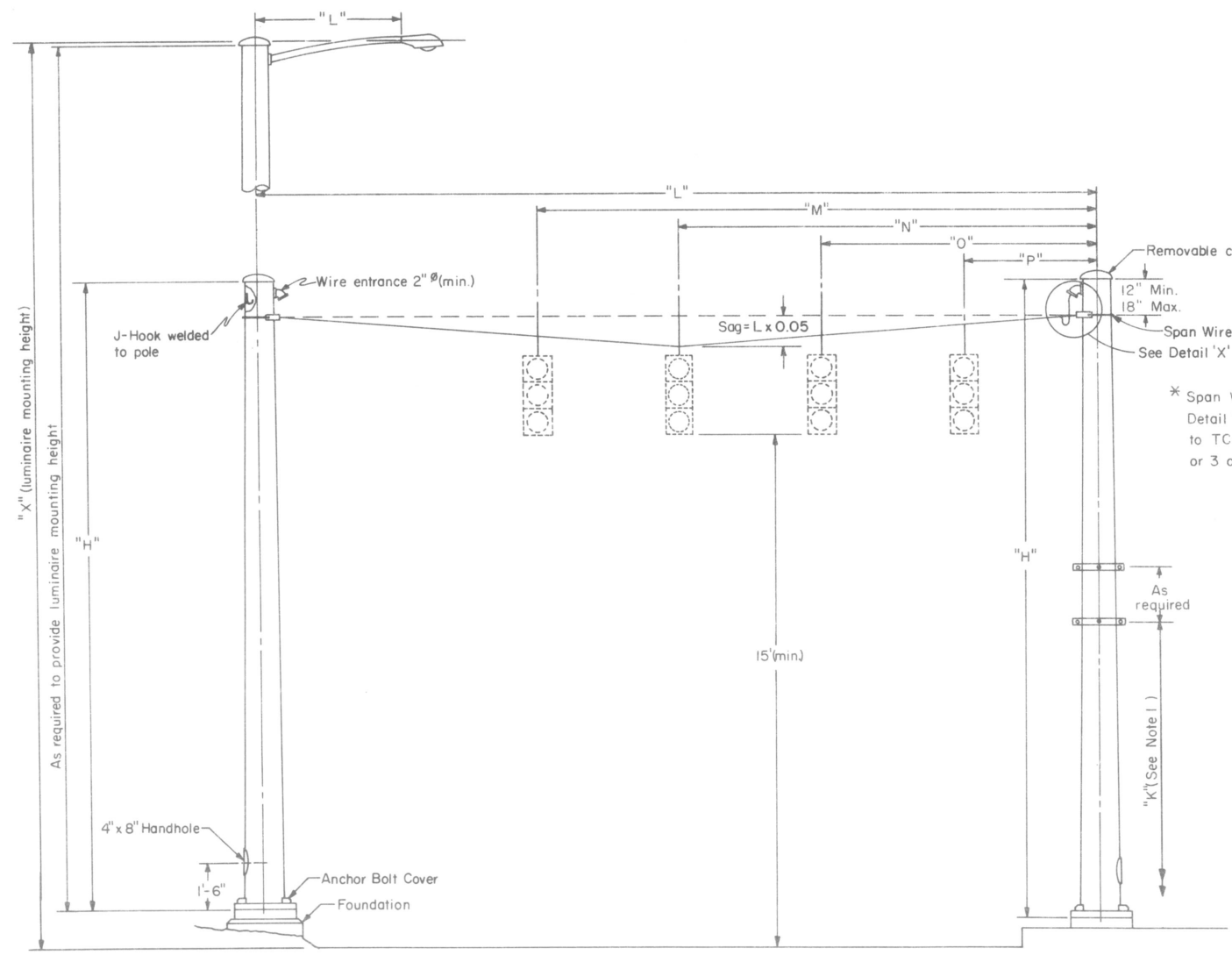
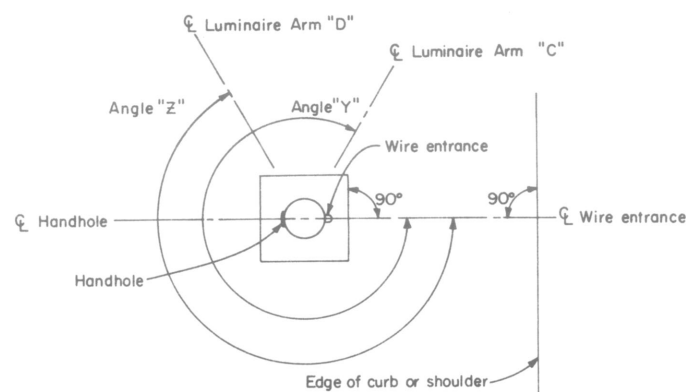
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL SUPPORT
STRAIN POLE TYPE X, XL

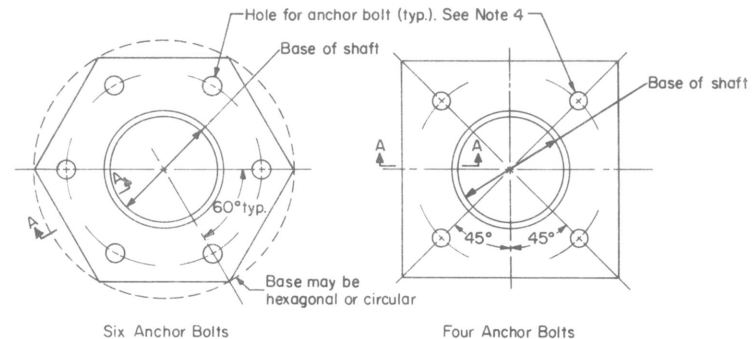
Recommended 2/18/77
Director, Bureau of Traffic Engineering
Approved 2/18/77
Deputy Chief Highway Engineer
Sh. 1 of 4
TC-7802



7800-2800-0140 K&E 10 1100 12 70 2700



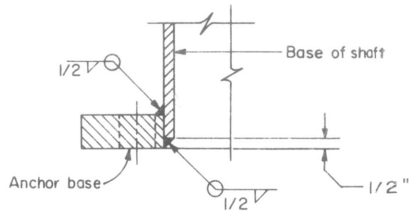
* Span Wire Clamp and Detail 'X' shall conform to TC-7802, Sheet 1, 2 or 3 or approval equal.



ANCHOR BASE

Nom. Dia. of Span Wire	Minimum Breaking Strength of Span Wire, lbf			
	Utilities Grade	Siemens-Martin Grade	High Strength Grade	Extra High Strength Grade
1/4"	—	3150 *	4750	6650
5/16"	6000 *	5350	8000 *	11200
3/8"	11500 *	6950 *	10800	15400
7/16"	18000 *	9350 *	14500 *	20800
1/2"	25000 *	12100 *	18800 *	26900

* Most commonly used and readily available



SECTION A-A

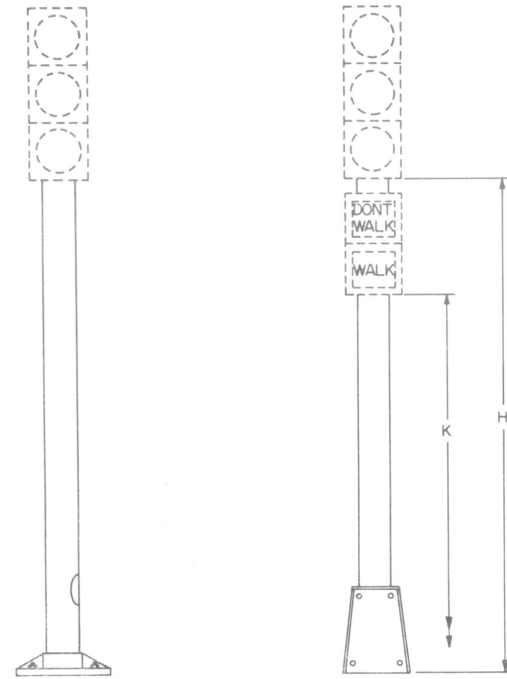
- NOTE:
1. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.
 2. The distribution cable shall be lashed to the span wire by self-locking cable ties of the outdoor type, solid copper wire, galvanized steel wire or stainless steel wire. Wire used as a lashing shall make one complete wrap at intervals not exceeding six inches. Ends of wire lashing shall be secured to the span wire with an all purpose split bolt connector. Cable ties shall be placed at intervals not exceeding 12 inches.
 3. Dead-ends which develop the strength of the span wire may be a feed-thru strandwise with stainless steel bail or a galvanized steel multi-wire preformed loop.
 4. Quantity and size of holes for anchor bolts shall conform to Standard Drawing TC-7804.
 5. For foundation detail see Standard Drawing TC-7804.
 6. For detail of signal mounting brackets and controller cabinet brackets see Standard Drawing TC-7803.

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL SUPPORT
STRAIN POLE TYPE XIII, XIII L

Recommended 2/18/77 Director, Bureau of Traffic Engineering	Approved 2/18/77 Chief Traffic Engineer	Sh 01 4 TC-7802
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D-4237 (3-78)

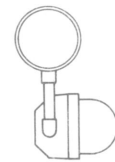


TRAFFIC SIGNAL SUPPORT, PEDESTAL

NOTE:

1. Dimension "K" shall be from the sidewalk if a sidewalk is present. If no sidewalk dimension "K" shall be from the roadway.

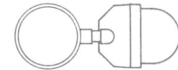
Position "A"



Position "B"



Position "C"



Street side of signal support



POSITIONING POLE MOUNTED SIGNALS

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL SUPPORT,
PEDESTAL

Recommended 2/10/77
[Signature]
Director, Bureau of
Traffic Engineering

Approved 2/14/77
[Signature]
Deputy Chief
Highway Engineer

Sht. 1 of 2
TC-7803

DESIGNED BY _____
DRAWN BY _____



NOTE :

1. Signal mounting brackets shall be fabricated from commercial quality carbon steel.
2. Steel brackets and hardware shall be galvanized.
3. Rigid mounted signal brackets on mast arms shall conform to the following:
 - a. The signal head shall be attached both top and bottom.
 - b. The signal mounting height shall be adjustable over a range approximately equal to the length of the signal head.
 - c. Wire entrance holes shall be grommeted.
 - d. The bracket shall be constructed to prevent entrapment of water inside the bracket.
 - e. Rigid brackets shall be "Super Bracket," (Poles, Inc.) or "Astro - Brac" (Ve Ped Traffic Controls, Inc.) or "Standard Adjustable Signal Bracket" (Carlan Mfg. Co.) or Traffic Signal Mounting Plates for 50300 Series Arms (Union Metal Mfg. Co.) or approved equal.

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

SIGNAL MOUNTING BRACKETS
CONTROLLER CABINET BRACKETS

Recommended 2/19/77
g3D
Director, Bureau of
Traffic Engineering

Approved 2/10/77
[Signature]
Deputy Chief
Highway Engineer

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C-7803

FOUNDATION FOR TRAFFIC SIGNAL SUPPORT, MAST ARM

Mast Arm Length	D	Anchor Bolts				Type A Foundation			Type B Foundation					
		Qty.	One Arm		Two Arms*		H	W" Bars		Y	S	Z	S	L-Bar Size
			Dia.	Length	Dia.	Length		Qty.	Size					
0' - 5'	2'-6"	4	3/4"	3'-0"	1"	4'-0"	6'-0"	4	#8	3'-0"	7'-0"	4'-6"	5'-6"	#4
6' - 10'	2'-6"	4	3/4"	3'-0"	1"	4'-0"	6'-6"	4	#8	3'-6"	7'-0"	5'-0"	6'-0"	#4
11' - 15'	2'-6"	4	3/4"	3'-0"	1"	4'-0"	7'-0"	4	#8	3'-6"	7'-6"	5'-0"	6'-6"	#4
16' - 20'	2'-6"	4	1"	4'-0"	1 1/4"	5'-0"	7'-6"	4	#8	4'-0"	8'-0"	5'-6"	7'-0"	#4
21' - 25'	2'-6"	4	1"	4'-0"	1 1/4"	5'-0"	8'-0"	6	#8	4'-0"	8'-6"	6'-0"	7'-6"	#4
26' - 30'	3'-6"	4	1"	4'-0"	1 1/2"	5'-6"	8'-6"	6	#8	4'-6"	9'-0"	6'-6"	8'-0"	#4
31' - 35'	3'-6"	4	1 1/4"	5'-0"	1 1/2"	5'-6"	9'-0"	8	#8	4'-6"	9'-6"	7'-0"	8'-6"	#4
36' - 40'	3'-6"	4	1 1/4"	5'-0"	2"	6'-6"	9'-6"	8	#8	5'-0"	10'-0"	7'-0"	9'-0"	#5
41' - 45'	3'-6"	4	1 1/4"	5'-0"	2"	6'-6"	10'-0"	8	#8	5'-0"	10'-6"	7'-6"	9'-6"	#5
46' - 50'	3'-6"	4	1 1/4"	5'-0"	2"	6'-6"	10'-6"	8	#8	5'-6"	11'-0"	8'-0"	10'-0"	#5

* Two arms perpendicular to each other.

When the shaft of the support is extended in length and provided with a luminaire arm the depth "H", required by the design table for the Type A foundation, shall be increased by 0'-6". No deviation will be required for the Type B foundation.

When a mast arm support has two arms which are perpendicular to each other the foundation shall be as given in the design table for a single arm using the length of the longer arm, except the "S" dimension for the Type B foundation which shall be increased as follows:

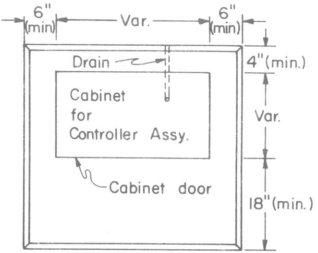
0'-35' arm length, increase "S" by 1'-0"
36'-40' arm length, increase "S" by 1'-6"
41'-45' arm length, increase "S" by 2'-0"
46'-50' arm length, increase "S" by 2'-6"

FOUNDATION FOR TRAFFIC SIGNAL SUPPORT, STRAIN POLE

Design Tension Pounds	Shaft Length 20'-24'												Shaft Length 26'-32'											
	D	Anchor Bolts		Type A Foundation		Type B Foundation					D	Anchor Bolts		Type A Foundation		Type B Foundation								
		Qty.	Dia.	Length	H	W/Bars		Y	S	Z		S	L-Bar Size	Qty.	Dia.	Length	H	W/Bars		Y	S	Z	S	L-Bar Size
						Qty.	Size											Qty.	Size					
1000	3'-6"	4	1"	3'-6"	4'-0"	4	#6	—	—	—	—	3'-6"	4	1"	4'-0"	4'-6"	4	#6	—	—	—	—	—	
1250	3'-6"	4	1"	4'-0"	4'-6"	4	#6	—	—	—	—	3'-6"	4	1"	4'-0"	4'-6"	4	#6	—	—	3'-0"	8'-6"	#4	
1500	3'-6"	4	1"	4'-0"	4'-6"	4	#6	—	—	3'-0"	8'-6"	#4	3'-6"	4	1 1/4"	5'-0"	5'-6"	4	#6	—	—	3'-0"	9'-0"	#4
1750	3'-6"	4	1"	4'-0"	5'-0"	4	#6	—	—	3'-0"	8'-6"	#4	3'-6"	4	1 1/4"	5'-0"	5'-6"	4	#6	—	—	3'-6"	9'-0"	#4
2000	3'-6"	4	1 1/4"	5'-0"	5'-6"	4	#6	—	—	3'-0"	9'-0"	#4	3'-6"	4	1 1/2"	5'-6"	6'-0"	4	#6	3'-0"	10'-0"	4'-0"	9'-6"	#4
2250	3'-6"	4	1 1/4"	5'-0"	5'-6"	4	#6	—	—	3'-6"	9'-0"	#4	3'-6"	4	1 1/2"	5'-6"	6'-6"	4	#7	3'-0"	10'-6"	4'-6"	9'-6"	#4
2500	3'-6"	4	1 1/4"	5'-0"	6'-0"	4	#6	3'-0"	10'-0"	4'-0"	9'-0"	#4	3'-6"	4	1 1/2"	5'-6"	7'-0"	4	#7	3'-6"	10'-6"	4'-6"	9'-6"	#4
2750	3'-6"	4	1 1/2"	5'-6"	6'-0"	4	#6	3'-0"	10'-0"	4'-0"	9'-6"	#4	3'-6"	4	1 1/2"	5'-6"	7'-0"	4	#7	3'-6"	10'-6"	4'-6"	10'-0"	#4
3000	3'-6"	4	1 1/2"	5'-6"	6'-6"	4	#7	3'-0"	10'-6"	4'-0"	10'-0"	#4	3'-6"	4	1 1/2"	5'-6"	7'-6"	6	#7	3'-6"	11'-0"	5'-0"	10'-0"	#4
3250	3'-6"	4	1 1/2"	5'-6"	7'-0"	4	#7	3'-6"	10'-6"	4'-6"	10'-0"	#4	3'-6"	4	1 1/2"	5'-6"	8'-0"	6	#7	4'-0"	11'-0"	5'-0"	10'-6"	#4
3500	3'-6"	4	1 1/2"	5'-6"	7'-0"	4	#7	3'-6"	10'-6"	4'-6"	10'-0"	#4	3'-6"	4	2"	6'-6"	8'-0"	6	#7	4'-0"	11'-0"	5'-0"	10'-6"	#4
3750	3'-6"	4	1 1/2"	5'-6"	7'-6"	6	#7	3'-6"	11'-0"	5'-0"	10'-0"	#4	3'-6"	4	2"	6'-6"	8'-6"	6	#7	4'-0"	11'-6"	5'-6"	10'-6"	#4
4000	3'-6"	4	1 1/2"	5'-6"	8'-0"	6	#7	4'-0"	11'-0"	5'-0"	10'-0"	#4	3'-6"	4	2"	6'-6"	9'-0"	6	#7	4'-6"	11'-6"	6'-0"	10'-6"	#4
4250	3'-6"	4	1 1/2"	5'-6"	8'-0"	6	#7	4'-0"	11'-0"	5'-0"	10'-6"	#4	3'-6"	4	2"	6'-6"	9'-0"	6	#7	4'-6"	11'-6"	6'-0"	11'-0"	#4
4500	3'-6"	4	1 1/2"	5'-6"	8'-6"	6	#7	4'-0"	11'-0"	5'-6"	10'-6"	#4	3'-6"	4	2"	6'-6"	9'-6"	8	#7	4'-6"	12'-0"	6'-0"	11'-0"	#4
4750	3'-6"	4	1 1/2"	5'-6"	8'-6"	6	#7	4'-0"	11'-6"	5'-6"	10'-6"	#4	3'-6"	4	2"	6'-6"	9'-6"	8	#7	4'-6"	12'-0"	6'-0"	11'-0"	#4
5000	3'-6"	4	2"	6'-6"	9'-0"	6	#7	4'-6"	11'-0"	6'-0"	10'-6"	#4	3'-6"	4	2"	6'-6"	10'-0"	8	#7	5'-0"	12'-0"	6'-6"	11'-0"	#5
5500	3'-6"	4	2"	6'-6"	9'-6"	8	#7	4'-6"	11'-6"	6'-0"	10'-6"	#4	3'-6"	4	2"	6'-6"	10'-6"	8	#8	5'-0"	12'-6"	7'-0"	11'-6"	#5
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8000	3'-6"	6	1 1/2"	5'-6"	11'-6"	8	#8	5'-6"	12'-6"	7'-6"	11'-6"	#5	3'-6"	6	2"	6'-6"	13'-0"	10	#8	6'-6"	13'-0"	8'-6"	12'-0"	#6
9000	3'-6"	6	1 1/2"	5'-6"	12'-6"	8	#8	6'-0"	12'-6"	8'-0"	12'-0"	#5	3'-6"	6	2"	6'-6"	14'-0"	10	#8	7'-0"	13'-6"	9'-0"	12'-6"	#6
10000	3'-6"	6	2"	6'-6"	13'-0"	10	#8	6'-6"	13'-0"	8'-6"	12'-0"	#5	3'-6"	6	2"	6'-6"	15'-0"	10	#8	7'-6"	13'-6"	10'-0"	12'-6"	#6

FOUNDATION FOR TRAFFIC SIGNAL SUPPORT, PEDESTAL

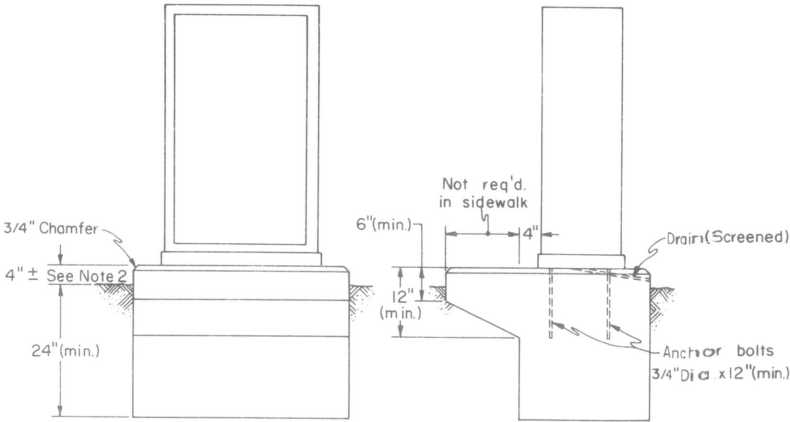
Type A Foundation							
Shaft Length	D	Anchor Bolts			Depth H	Reinforcement "W" Bars	
		Qty.	Dia.	Lgth.		Qty.	Size
0'-10'	2'-6"	4	3/8"	3'-0"	4'-0"	4	# 8
11'-14'	2'-6"	4	3/4"	3'-0"	5'-0"	4	# 8



GENERAL NOTES:

Mast Arm and Strain Pole Foundations:

- The Type A foundation shall be required at all locations. The Type B foundation may be used when physical conditions prohibit placing the Type A foundation to its required depth. The Type B foundation with a "Y" or "Z" dimension less than four feet should be constructed only under unavoidable circumstances.
- When foundations are placed in a paved sidewalk, the top of the foundation shall be flush with the surface of the adjacent pavement.
- Anchor bolts shall be provided with standard 90° hooks when length of bolt exceeds depth of foundation.
- Anchor bolts shall be provided with threads which extend a minimum of three inches below the top of the foundation.



FOUNDATION FOR BASE MOUNTED CONTROLLER ASSEMBLY

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BUREAU OF TRAFFIC ENGINEERING

FOUNDATIONS

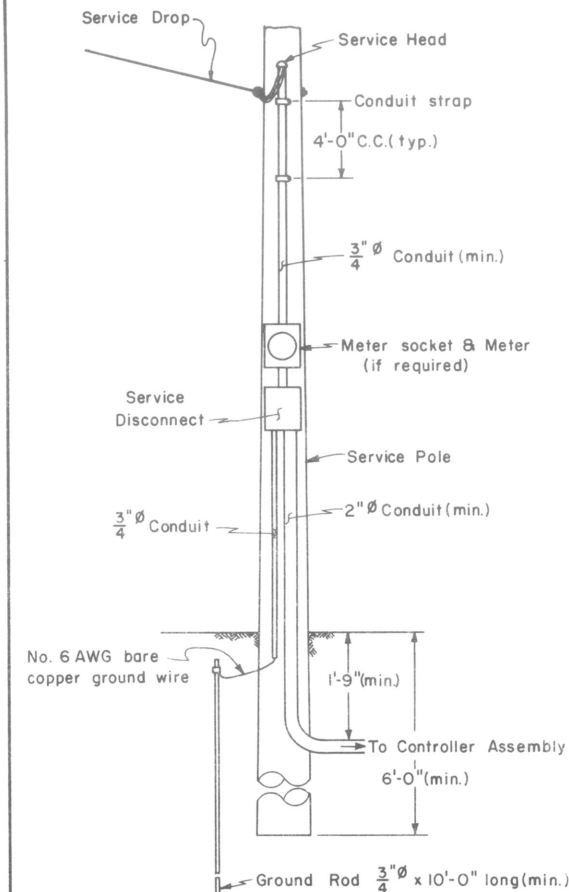
Recommended 3/18/77
Director, Bureau of
Traffic Engineering

Approved 3/18/77
Deputy Chief
Highway Engineer

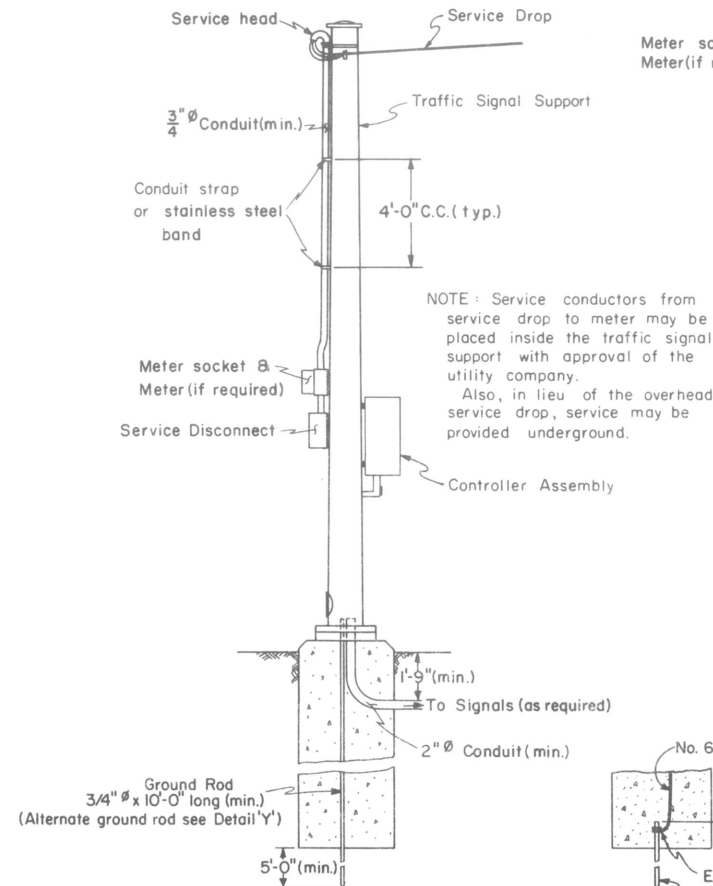
Sh. 1 of 1
TC-7804

TRACED BY
FURNISHED BY

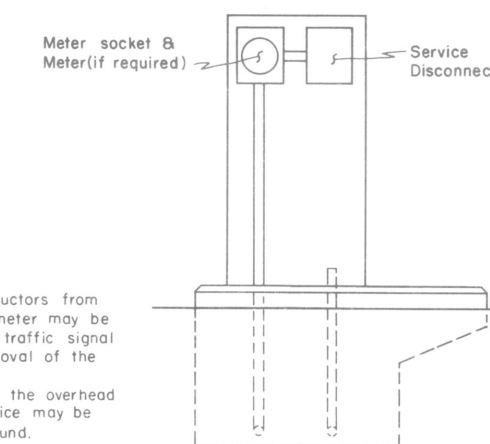
7805-8300-0140 K/MS 10 1100 10-72 2290*



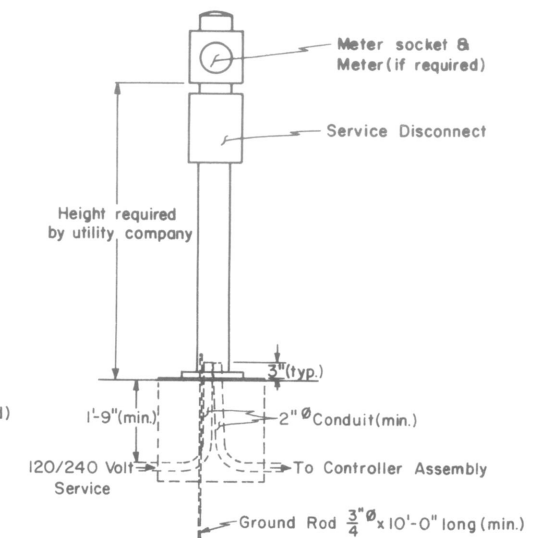
SERVICE, TYPE A



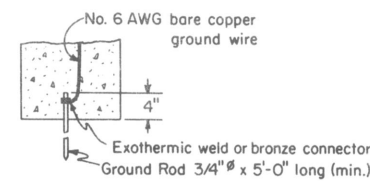
SERVICE, TYPE B



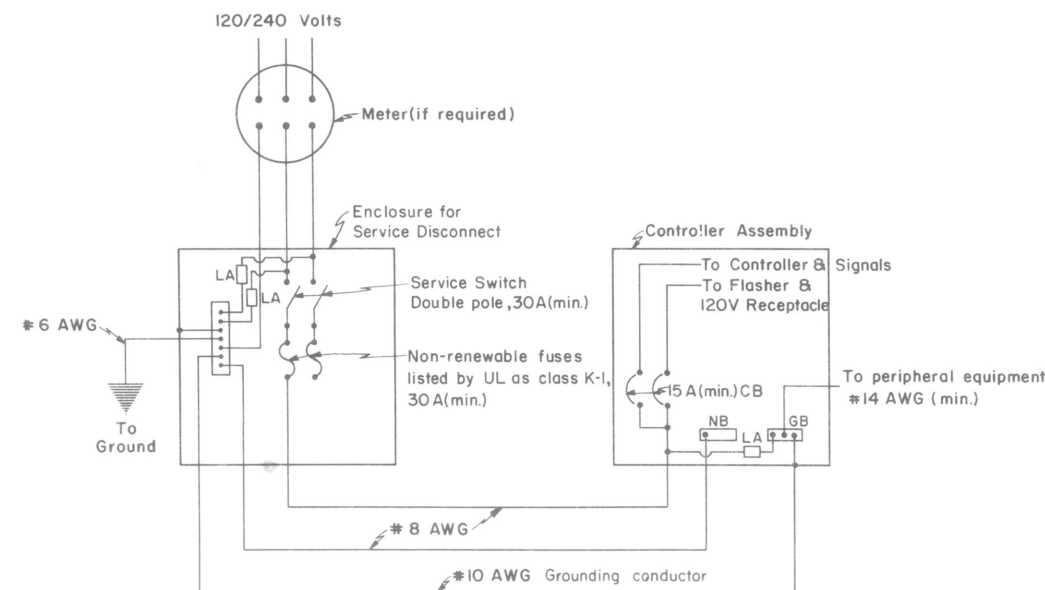
SERVICE, TYPE C



SERVICE, TYPE D

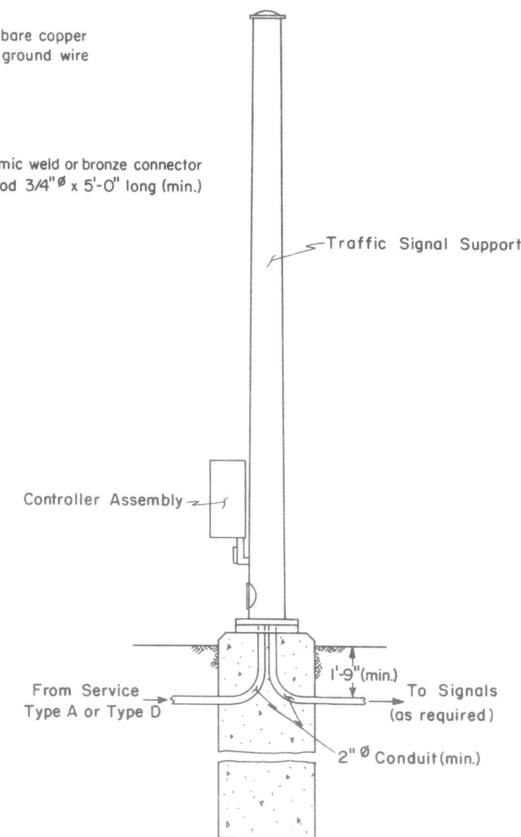


DETAIL 'Y'



CONTROLLER ASSEMBLY
BASE MOUNTED

NOTE: For foundation detail see Standard Drawing TC-7804.



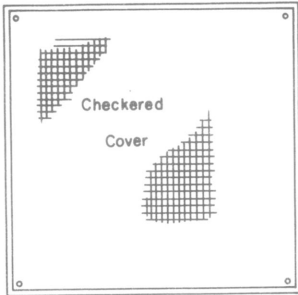
CONTROLLER ASSEMBLY
POLE MOUNTED

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

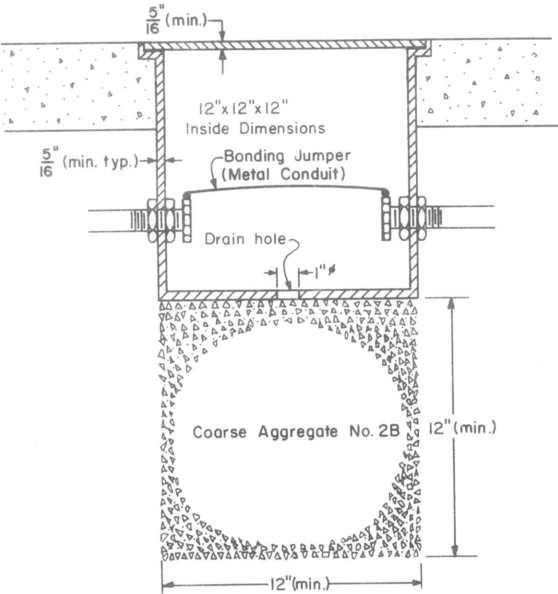
ELECTRICAL DISTRIBUTION SYSTEM M

Recommended 2/18/77 Director, Bureau of Traffic Engineering	Approved 2/18/77 Security Chief Highway Engineer	Sht. 1 of 2 TC-7805
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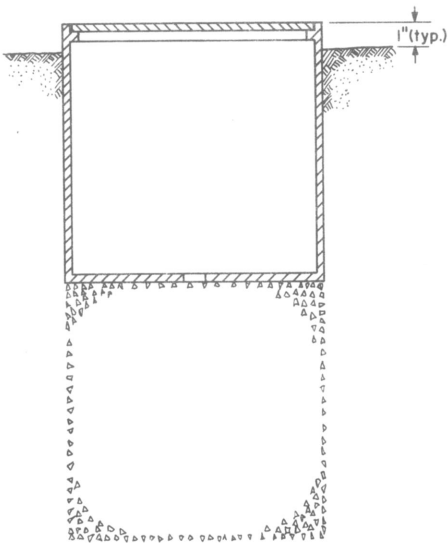
7800-2290-01-00 K&AE 10 1100 12 75 3750



Junction Box JB-26 shall not be used at locations subjected to vehicular traffic. At locations subject to vehicular traffic use Junction Box JB-11 or JB-12.

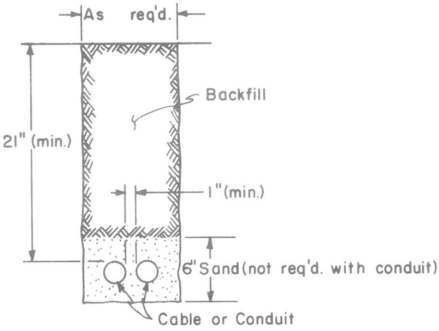


JUNCTION BOX IN PAVED SURFACE

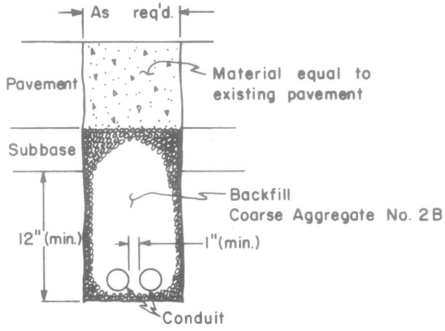


JUNCTION BOX IN EARTH

JUNCTION BOX JB-26



TRENCH IN EARTH



TRENCH IN EXISTING PAVEMENT

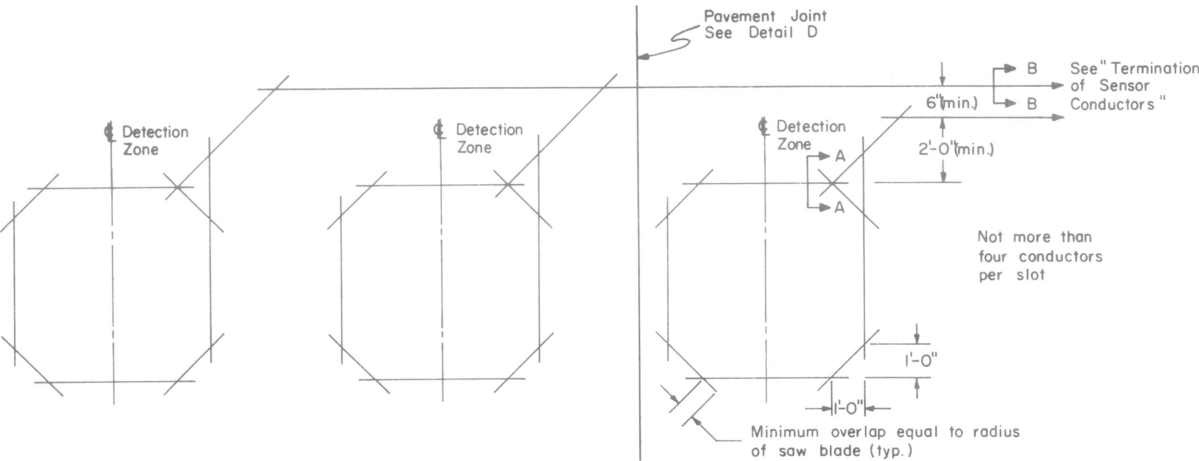
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

ELECTRICAL DISTRIBUTION SYSTEM

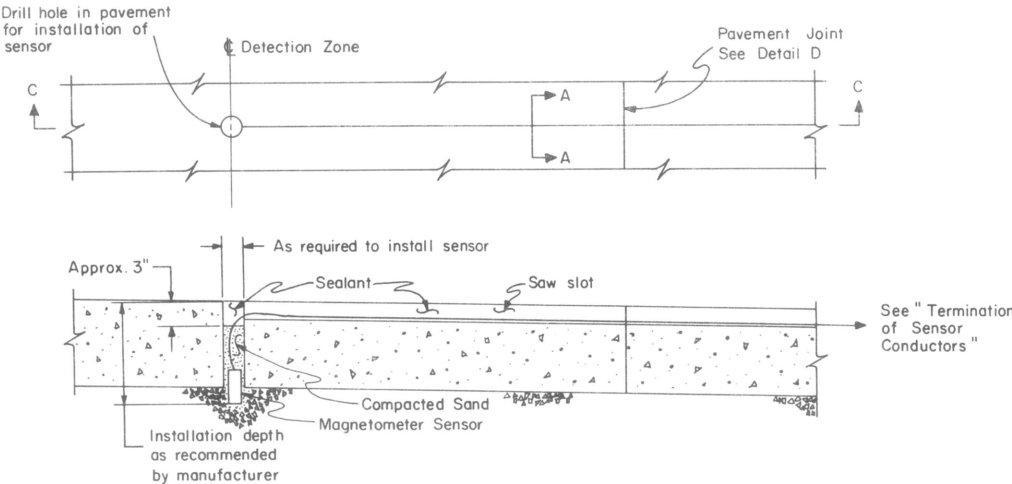
Recommended 2/10/77 Director, Bureau of Traffic Engineering	Approved 2/10/77 James B. Wilson Highway Engineer	Sht 2 of 2 TC- 7805
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DESIGNED BY
CHECKED BY

7800-2380-0140 K&N 10 1180 10 70 2700

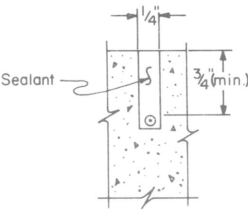


TYPICAL SENSOR INSTALLATION LOOP DETECTOR

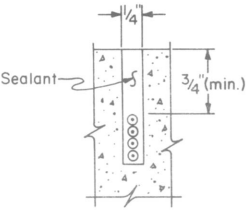


SECTION C-C

TYPICAL SENSOR INSTALLATION MAGNETOMETER DETECTOR

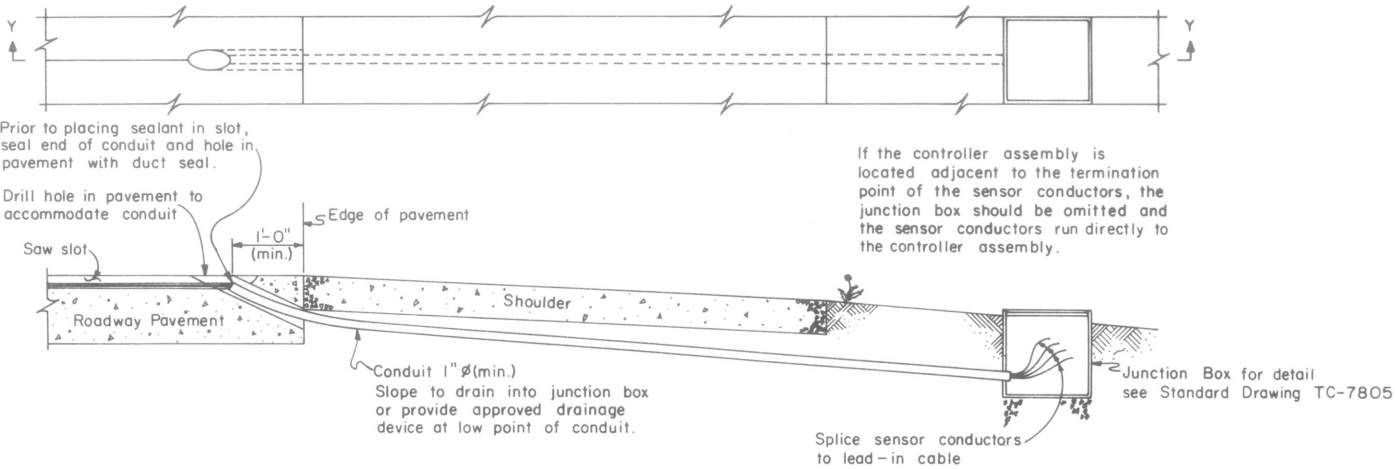


SECTION A-A

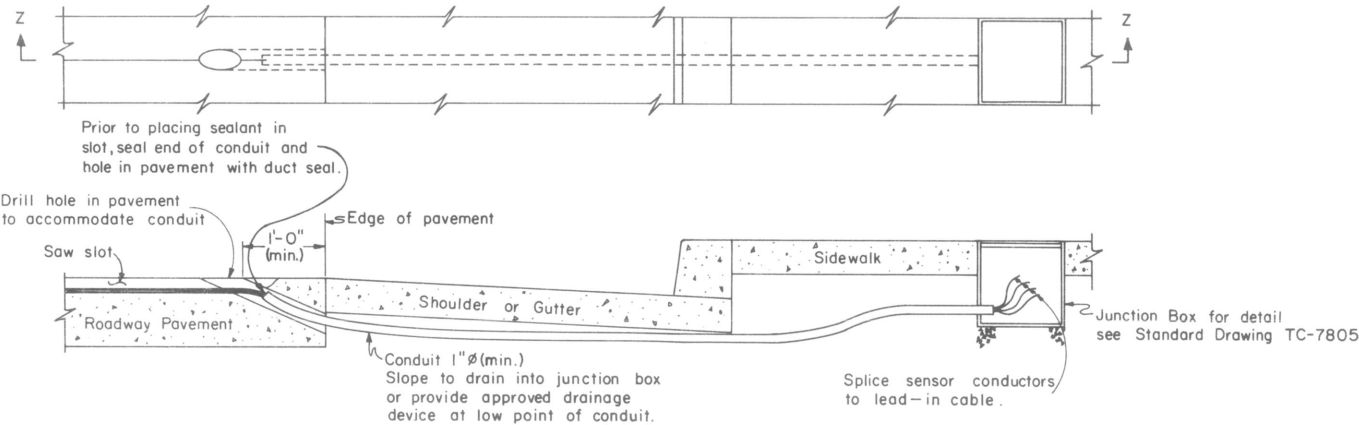


SECTION B-B

No more than four conductors shall be placed in one slot.

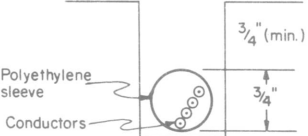
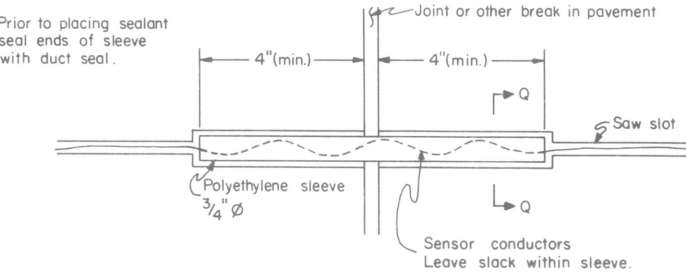


SECTION Y-Y



SECTION Z-Z

TERMINATION OF SENSOR CONDUCTORS



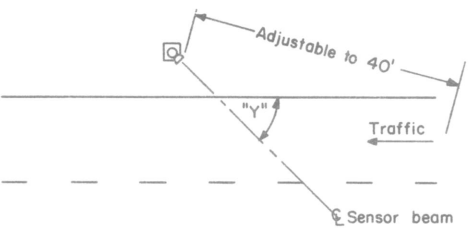
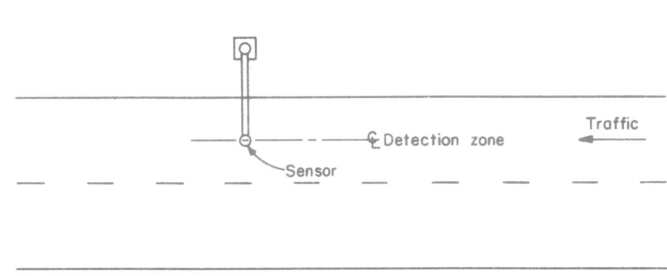
SECTION Q-Q

DETAIL D

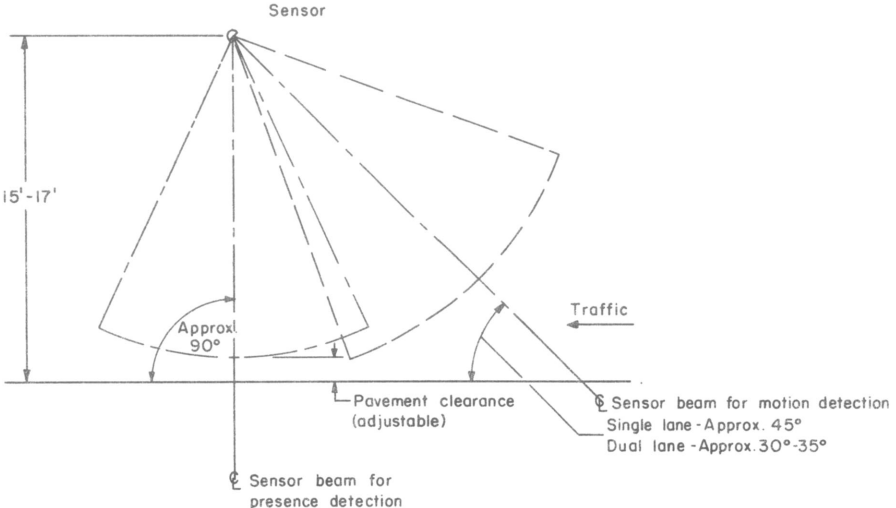
If polyethylene sleeve is slit to facilitate placing conductors inside, use tape or other means to seal slit and prevent sealant from entering sleeve.

Commonwealth of Pennsylvania DEPARTMENT OF TRANSPORTATION BUREAU OF TRAFFIC ENGINEERING	
DETECTORS	
Recommended 2/10/77 Director, Bureau of Traffic Engineering	Approved 2/10/77 SM. 1 of 2 TC-7806

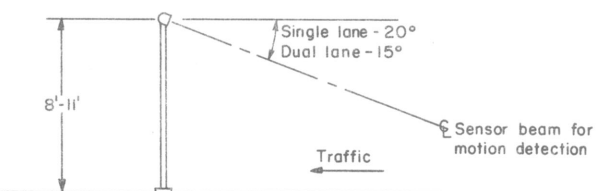
7800-2390-0140 SCALE TO 1180 12-70 2792



Presence detection "Y" = 90°
Motion detection - Single lane "Y" = Approx. 60°
- Dual lane "Y" = Approx. 45°

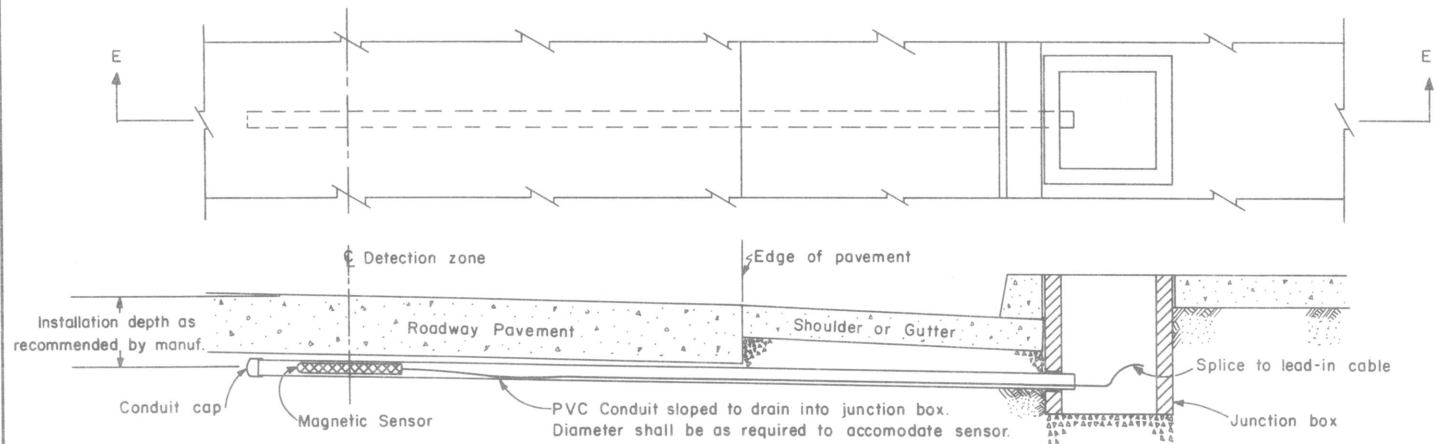


OVERHEAD



ROADSIDE

TYPICAL SENSOR INSTALLATION SONIC DETECTOR



SECTION E-E

TYPICAL SENSOR INSTALLATION MAGNETIC DETECTOR

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

DETECTORS

Recommended <u>2/10/77</u>	Approved <u>2/10/77</u>	Sht <u>2</u> of <u>2</u>
Director, Bureau of Traffic Engineering	Deputy Chief Highway Engineer	TC-7806

DESIGNED BY PKH
FIELD BY