

WOOD POLE

STANDARD HUBS AND FITTINGS FASTENED WITH 3/8" HDG LAG SCREWS.

SIGNAL BRACKET SHALL HAVE WIRE WAY AND OPENING EQUIVALENT TO A 1 1/2" CONDUIT AND FITTING.

1" HDG CONDUIT AND PIPE STRAPS INSTALLED AT 5' INTERVALS BEGINNING AT OFFSET. ALL CONDUIT STRAP ON WOOD POLES SHALL BE TWO HOLE, HEAVY DUTY, 1/8" MIN. THICKNESS FOR 1" AND ABOVE, AND 0.080" FOR 3/4".

COMBINATION POST HUB (DOWNWARD SHOWN) MAY ALSO BE INSTALLED UPWARD

BOTTOM OF ALL SIDE POLE MOUNTED VEHICLE HEADS SHALL HAVE 9' CLEARANCE FROM SIDEWALK OR ADJACENT ROADWAY.

METAL POLE (STRAIN OR MAST ARM)

STANDARD HUBS AND FITTINGS

BACKPLATE WITH 3" REFLECTIVE STRIP REQUIRED

3/4" S.S. BANDING MATERIAL

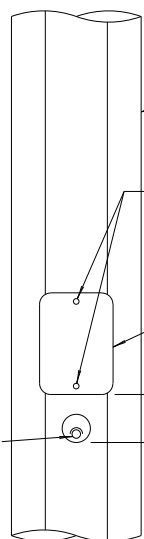
FIELD DRILL WIRE ENTRANCE HOLE. REMOVE ALL SHARP EDGES.

SIGNAL CABLE

SIGNAL BRACKET SHALL HAVE WIRE WAY AND OPENING EQUIVALENT TO A 1 1/2" CONDUIT AND FITTING.

FIELD DRILL WIRE ENTRANCE HOLE. REMOVE ALL SHARP EDGES.

PEDESTRIAN SIGNAL



MAST ARM STANDARD, EXISTING WOOD POLE, OR PEDESTAL

ATTACH TO METAL POLE WITH TWO (2) 1" STAINLESS STEEL SELF-TAPPING SCREWS. ATTACH TO WOOD POLE WITH TWO (2) 1" STAINLESS STEEL WOOD SCREWS.

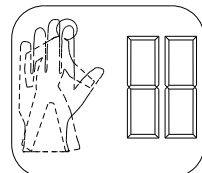
MUTCD PED SIGN AS SHOWN IN PLANS

PEDESTRIAN PUSH BUTTON SWITCH

NOTES:

1. PEDESTRIAN PUSH BUTTONS SHALL BE FURNISHED AND INSTALLED WITH COUNTDOWN PEDESTRIAN SIGNALS AS SHOWN IN PLANS. PEDESTRIAN PUSH BUTTONS MAY ALSO BE REQUIRED AT OTHER INTERSECTIONS, AS DESIGNATED ON INTERSECTION LAYOUT SHEETS OF THE PLANS.
2. THE CONTRACTOR SHALL FURNISH AND INSTALL ABOVE EACH PEDESTRIAN PUSH BUTTON A R10-3E(L), R10-3E(R) SIGN AS APPROPRIATE FOR CIRCUMSTANCES. THE DIRECTIONAL ARROW SHALL BE PLACED IN THE DIRECTION OF CROSSWALK.
3. COUNTDOWN PEDESTRIAN SIGNALS MAY BE PLACED EITHER ON TOP OF PEDESTAL OR ON THE SIDE OF A MAST ARM OR STRAIN POLE AS REQUIRED BY PLANS.
4. CLEARANCE FROM THE BOTTOM OF PEDESTRIAN SIGNAL HEADS TO SIDEWALK OR NATURAL GROUND SHALL BE 8' OR SHALL CONFORM TO THE CURRENT ADOPTED EDITION OF THE MUTCD.
5. IF A PEDESTAL IS USED FOR A PUSH BUTTON ONLY, THE TOP OF THE POLE SHALL BE CAPPED.

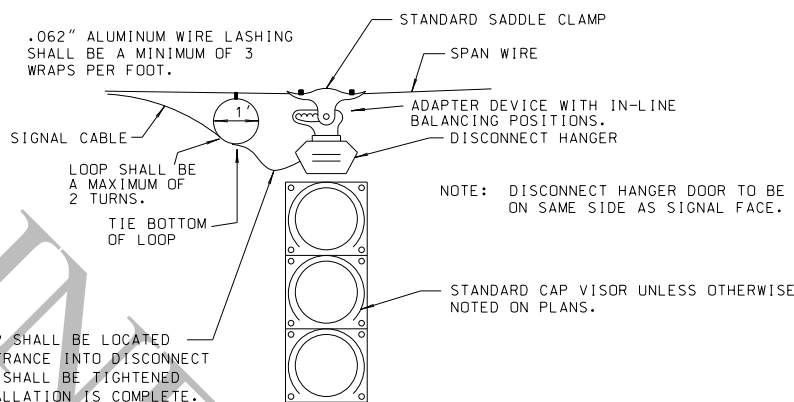
ONE-SECTION COUNTDOWN PEDESTRIAN SIGNAL (16" X 18" SYMBOL TYPE)



BRACKET MOUNTED TRAFFIC SIGNALS

SPAN WIRE SIGNAL MOUNT

SIGNAL HEADS SHALL BE PLUMB. AN ADDITIONAL BALANCE ADJUSTER SHALL BE USED WHERE REQUIRED. TYPICAL SIGNAL SHOWN. ALSO APPLIES TO 2, 3 & 4-WAY ARRANGEMENT.



.062" ALUMINUM WIRE LASHING SHALL BE A MINIMUM OF 3 WRAPS PER FOOT.

STANDARD SADDLE CLAMP

SPAN WIRE

ADAPTER DEVICE WITH IN-LINE BALANCING POSITIONS. DISCONNECT HANGER

SIGNAL CABLE

LOOP SHALL BE A MAXIMUM OF 2 TURNS.

TIE BOTTOM OF LOOP

NOTE: DISCONNECT HANGER DOOR TO BE ON SAME SIDE AS SIGNAL FACE.

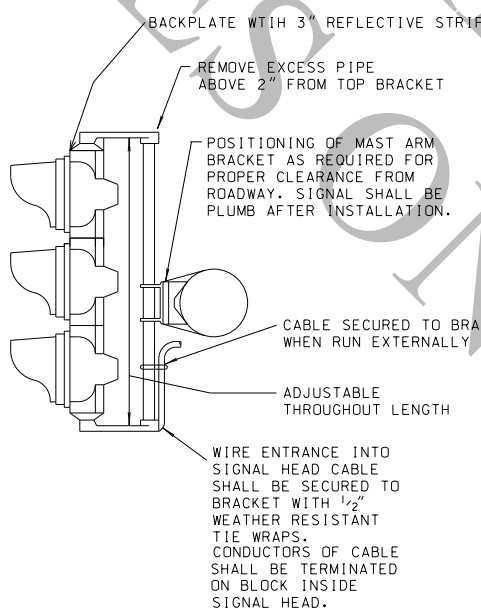
STANDARD CAP VISOR UNLESS OTHERWISE NOTED ON PLANS.

CABLE CLAMP SHALL BE LOCATED AT WIRE ENTRANCE INTO DISCONNECT HANGER AND SHALL BE TIGHTENED AFTER INSTALLATION IS COMPLETE.

NOTE: ALL UNUSED OPENINGS SHALL BE PLUGGED AND SEALED.

MAST ARM SIGNAL MOUNT

HEIGHT OF SIGNAL FACES SHALL CONFORM TO THE HEIGHTS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT ADOPTED EDITION.



BACKPLATE WITH 3" REFLECTIVE STRIP

REMOVE EXCESS PIPE ABOVE 2" FROM TOP BRACKET

POSITIONING OF MAST ARM BRACKET AS REQUIRED FOR PROPER CLEARANCE FROM ROADWAY. SIGNAL SHALL BE PLUMB AFTER INSTALLATION.

CABLE SECURED TO BRACKET WHEN RUN EXTERNALLY

ADJUSTABLE THROUGHOUT LENGTH

WIRE ENTRANCE INTO SIGNAL HEAD CABLE SHALL BE SECURED TO BRACKET WITH 1/2" WEATHER RESISTANT TIE WRAPS. CONDUCTORS OF CABLE SHALL BE TERMINATED ON BLOCK INSIDE SIGNAL HEAD.

SPAN WIRE FLASHING BEACON MOUNT

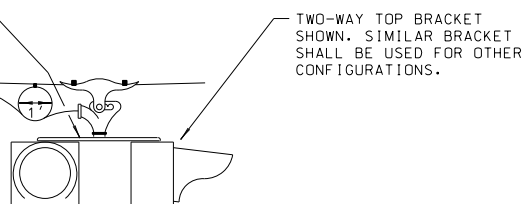
ONE 2-WAY HEAD

ALL HEADS SHALL BE HORIZONTALLY ALIGNED

TERMINAL HOUSING ACCESSIBLE FROM BOTTOM. CABLE SHALL BE SPLICED TO LAMP LEADS FROM EACH SIGNAL.

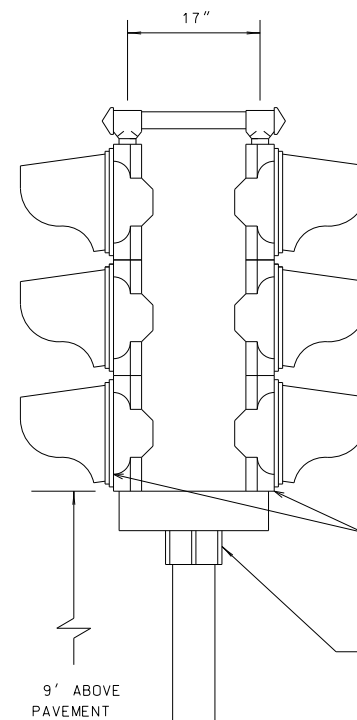
LOOP SHALL BE A MAXIMUM OF 2 TURNS.

TIE BOTTOM OF LOOP.



TWO-WAY TOP BRACKET SHOWN. SIMILAR BRACKET SHALL BE USED FOR OTHER CONFIGURATIONS.

PEDESTAL MOUNTED SIGNAL INSTALLATION



BACKPLATE WITH 3" REFLECTIVE STRIP REQUIRED

9' ABOVE PAVEMENT

TYPICAL BRACKET ASSEMBLY TWO-WAY HEAD. ALL BRACKET ASSEMBLIES SHALL HAVE TERMINAL COMPARTMENTS. SIMILAR BRACKETS AND HARDWARE SHALL ALSO BE USED FOR 1, 3, AND 4-WAY ARRANGEMENT.

POLE AND HARDWARE SHALL BE PLUMB.

4" DIAMETER ALUMINUM OR STEEL.

OCTAGONAL BASE. DOOR COMPRISES TWO FACES OF BASE. NATURAL GROUND OR SIDEWALK

FOUNDATION SHALL BE LEVEL. SIGNAL POLE BASE SHALL BE MOUNTED DIRECTLY ONTO FOUNDATION WITH NO SHIMS.

NOTES:

1. FOR FOUNDATION SEE SIGNAL PEDESTAL FOUNDATION LOCATED ON SHEET 3 IN TRAFFIC SIGNAL AND INSTALLATION DETAILS.
2. TWO-WAY AND THREE-WAY SIGNAL HEADS SHALL BE SIMILARLY MOUNTED WITH APPROPRIATE HARDWARE. CLEARANCE FROM THE BOTTOM OF THE SIGNAL HEAD TO SIDEWALK OR NATURAL GROUND SHALL BE 9' OR SHALL CONFORM TO THE CURRENT ADOPTED EDITION OF THE MUTCD.

SHEET NUMBER		PARISH		STATE PROJECT	
DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
S. MCCARROLL	D. LORIO	S. MCCARROLL	L. WANG		9 OF 14
APPROVED BY CHIEF ENGINEER:					
DATE: Oct 1, 2025					
REVISION OR CHANGE ORDER DESCRIPTION					
NO. DATE BY					
TRAFFIC SIGNAL DETAILS					
SIGNAL MOUNTING DETAILS					
TSD-08					
STANDARD PLAN					