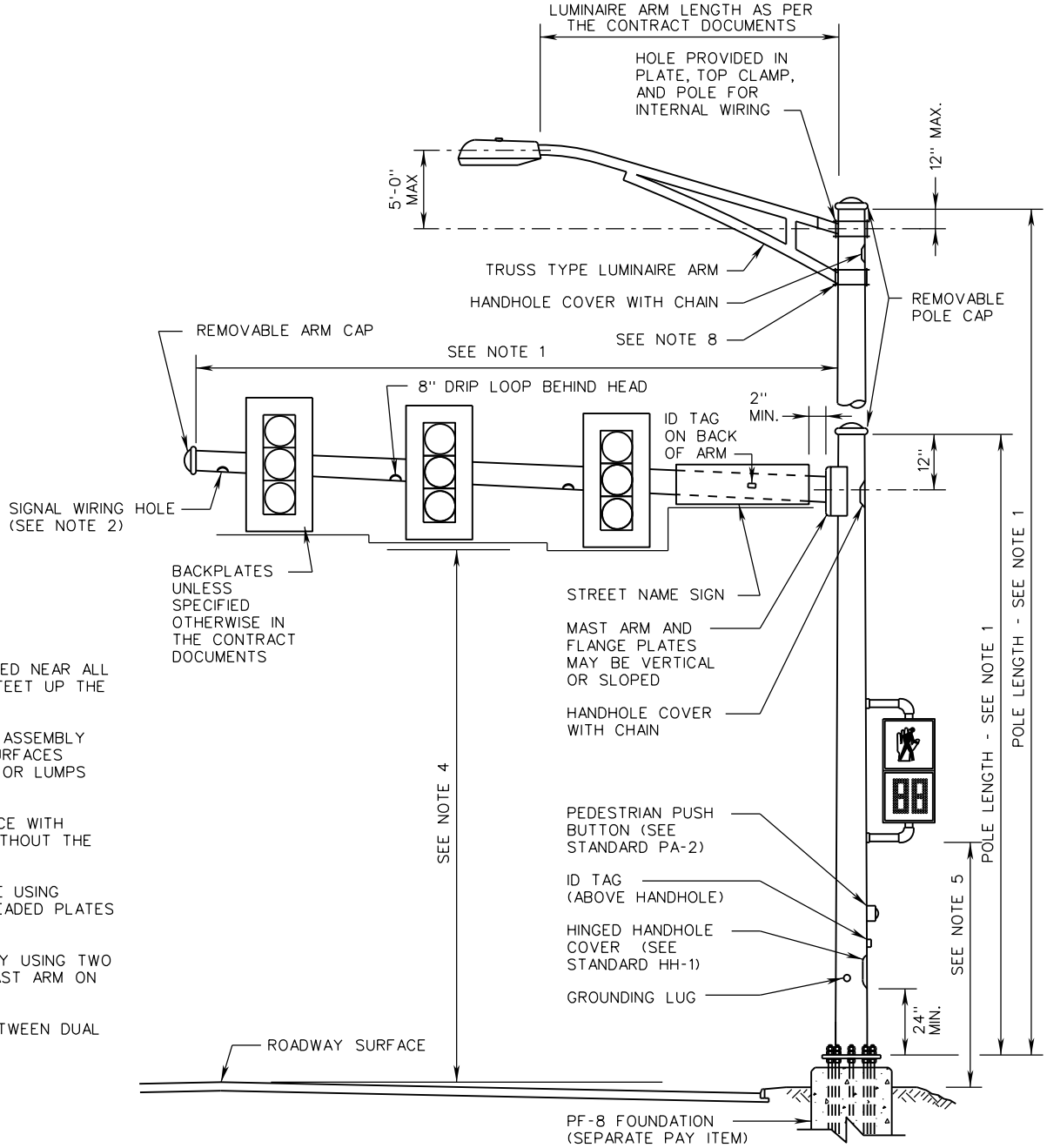
MP-3

NOTES:

1. AS REQUIRED BY THE SPECIFICATIONS.
2. SIGNAL WIRING HOLE SHALL BE LOCATED ON THE BOTTOM OF THE ARM DIRECTLY BEHIND THE HANGER ASSEMBLY WHEN STANDARD SM-3 HANGER ASSEMBLIES ARE REQUIRED. SIGNAL WIRING SHALL BE CONCEALED IN THE STANDARD SM-3 HANGER ASSEMBLIES.
3. THE ALIGNMENT OF THE LUMINAIRE ARM SHALL BE AS SHOWN IN THE CONTRACT DOCUMENTS.
4. AFTER THE LOADS ARE APPLIED, THE VERTICAL CLEARANCE FROM THE HIGHEST POINT OF THE PAVEMENT SURFACE SHALL BE:
   A. 16' MINIMUM (15' MINIMUM FOR MAINTENANCE ACTIVITIES) TO THE LOWEST POINT OF THE SIGNAL HEAD ASSEMBLIES (INCLUDING BACKPLATES) AND SIGNS.
   B. 25' MAXIMUM TO THE TOPS OF THE SIGNAL HOUSINGS.
5. THE MOUNTING HEIGHT FROM THE PEDESTRIAN PATH (OR THE HIGHEST POINT OF THE PAVEMENT SURFACE IF THERE IS NO PEDESTRIAN PATH) TO THE LOWEST POINT OF THE SIGNAL HOUSING (INCLUDING BRACKETS AND BACKPLATE) SHALL BE AS PER THE CONTRACT DOCUMENTS.
6. A "J" HOOK FOR WIRE SUPPORT SHALL BE PLACED NEAR ALL HANDHOLES THAT ARE LOCATED MORE THAN 4 FEET UP THE STRUCTURE.
7. MAST ARMS MAY BE SPLICED. IF SPLICED, FIELD ASSEMBLY SHALL ACHIEVE A SNUG TIGHT JOINT. MATING SURFACES SHALL BE SMOOTH AND FREE OF BURRS, DENTS, OR LUMPS OF ZINC.
8. POLE CLAMP SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION INSTRUCTIONS WITHOUT THE USE OF SPACERS OR SHIMS.
9. MAST ARMS SHALL BE CONNECTED TO THE POLE USING THRU-BOLTS. NEITHER WELDED STUDS NOR THREADED PLATES WILL BE ALLOWED.
10. DUAL MAST ARM CONNECTIONS MAY BE MADE BY USING TWO SINGLE ARM CONNECTIONS WITH THE LONGER MAST ARM ON THE BOTTOM.
11. SEE THE CONTRACT DOCUMENTS FOR ANGLE BETWEEN DUAL MAST ARMS.



A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

VDOT ROAD AND BRIDGE STANDARDS	SIGNAL POLE DETAILS	SPECIFICATION REFERENCE
SHEET 1 OF 4	MAST ARM AND COMBINATION LUMINAIRE MAST ARM POLE	700
1302.24	VIRGINIA DEPARTMENT OF TRANSPORTATION	
REVISION DATE 07/16		