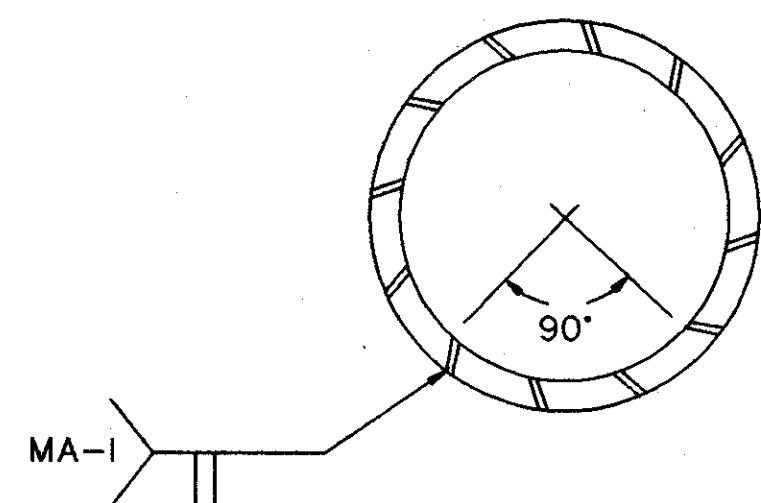
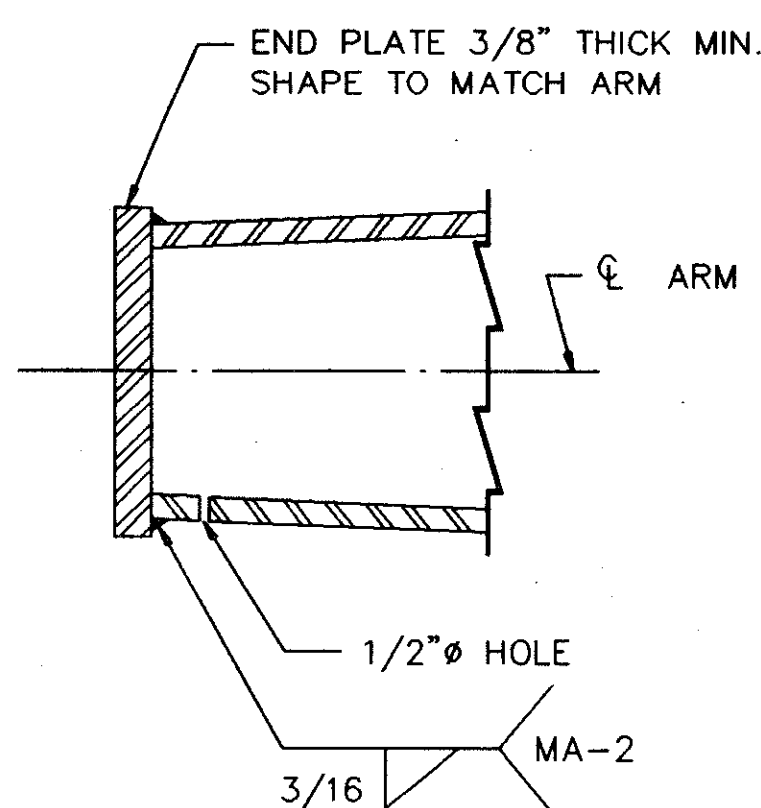


COUPLING DETAILS



LONGITUDINAL SEAM WELD MUST BE ORIENTED WITHIN THE LOWER 90° OF THE SIGNAL ARM.

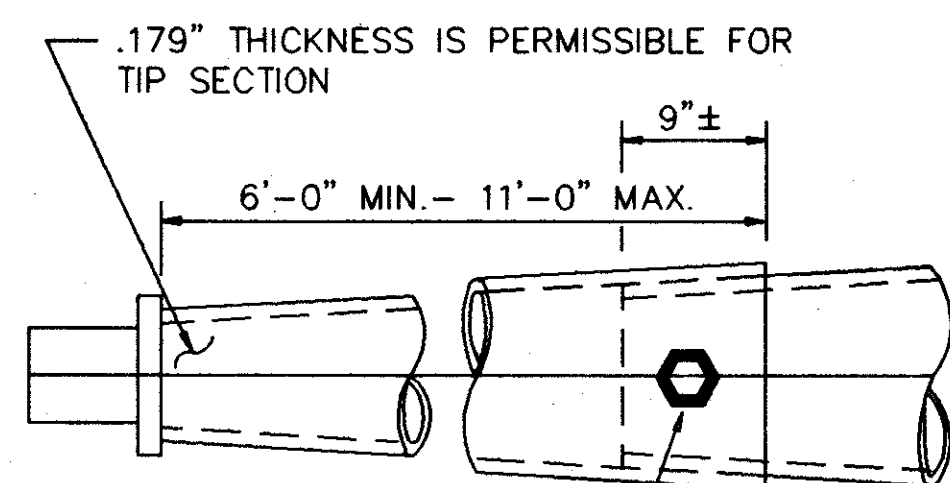
ARM WELD DETAIL



NOTE :

"POLE MANUFACTURER SHALL DRILL 1/2" HOLE IN BOTTOM OF MAST ARM AT END PLATE" (FOR HOT-DIP GALVANIZING)

PLATE WELD DETAIL



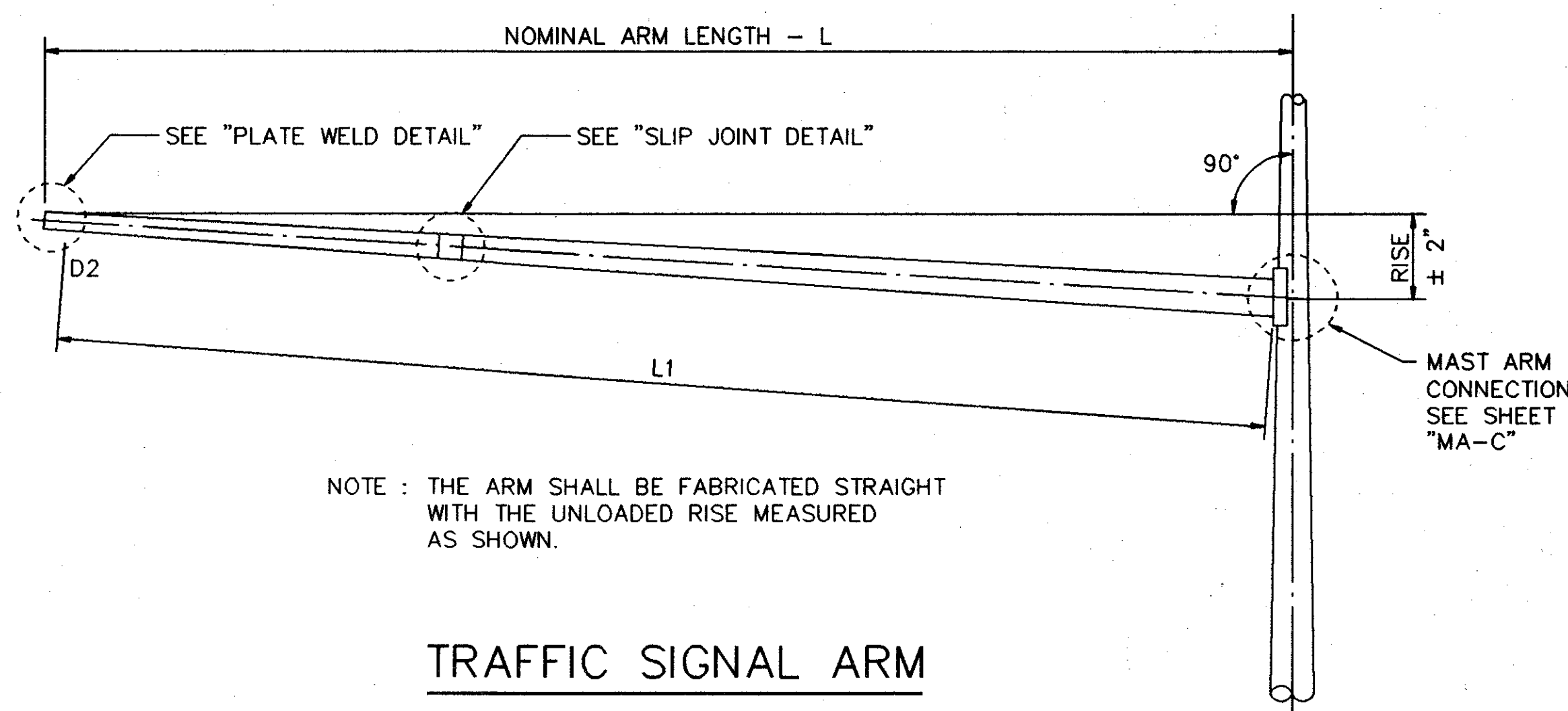
MIN. LAP EQUALS 1.5 TIMES FEMALE I.D.

NOTE :

A SLIP JOINT IS PERMISSIBLE FOR ARMS 40' AND GREATER IN LENGTH. THE SLIP JOINT SHALL BE MADE IN THE SHOP, BUT MAY BE MATCH MARKED AND SHIPPED DISASSEMBLED.

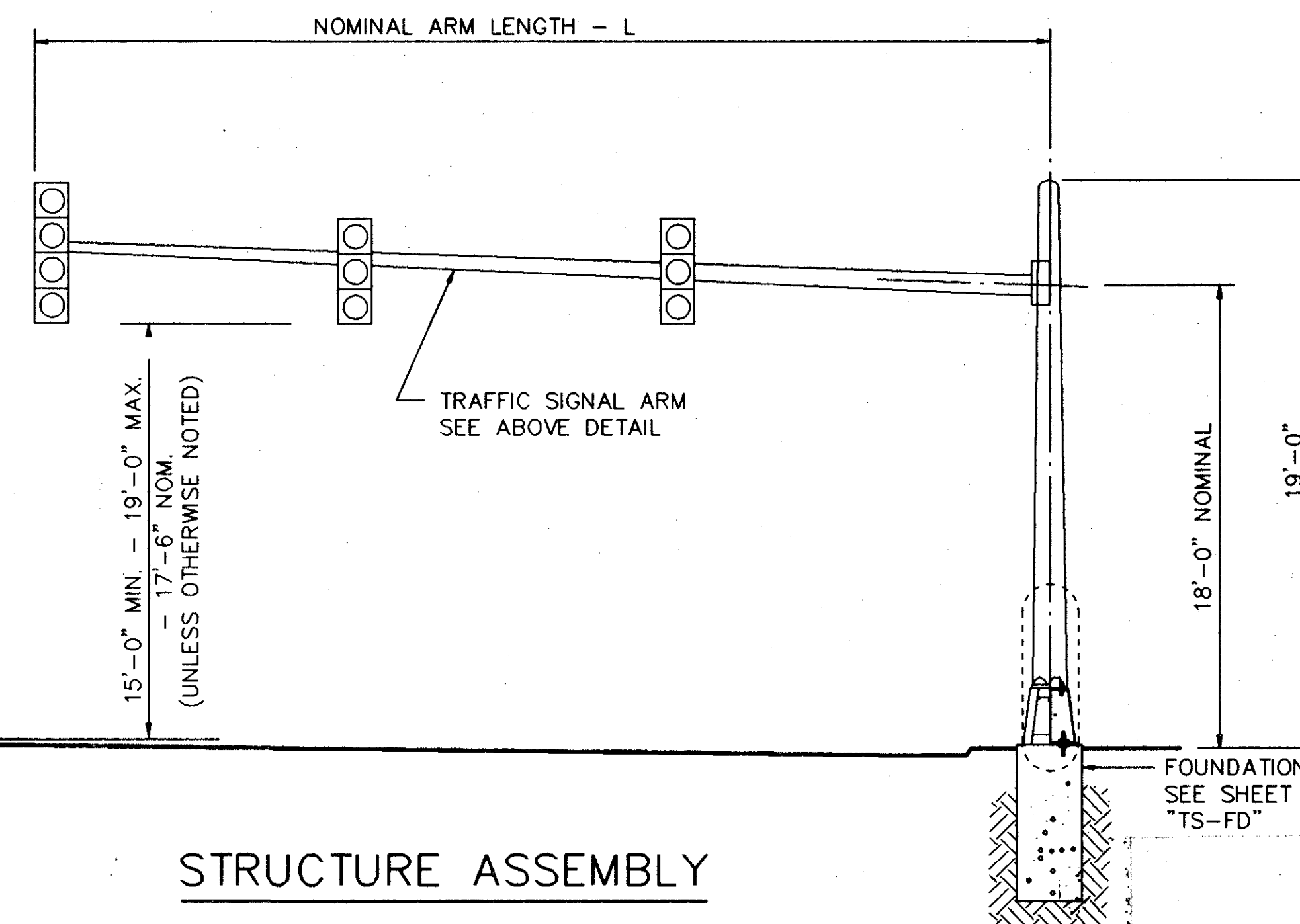
4-3/4" HOLES AND 1-5/8" GALV. A307 BOLT. TACK WELD NUT TO THREAD PROJECTION AFTER MAKING JOINT. REPAIR DAMAGED GALVANIZING IN ACCORDANCE WITH THE SPECIFICATIONS.

SLIP JOINT DETAILS



NOTE : THE ARM SHALL BE FABRICATED STRAIGHT WITH THE UNLOADED RISE MEASURED AS SHOWN.

TRAFFIC SIGNAL ARM
(FIXED MOUNT)



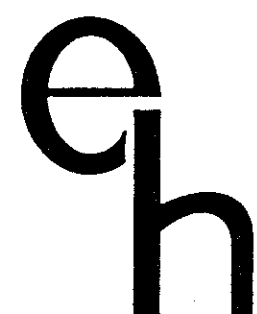
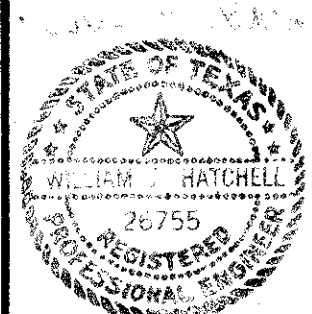
NOTE :

"SIGNAL HEADS MAY BE MOUNTED IN FRONT OF MAST ARM AS DIRECTED BY THE ENGINEER"

STRUCTURE ASSEMBLY

NO.	REVISION	BY	DATE

DESIGNED BY: _____
 DRAWN BY: _____
 CHECKED BY: _____
 SCALE: _____
 DATE: _____



ESPEY, HUSTON & ASSOCIATES, INC.
Engineering & Environmental Consultants
 13800 Montfort Drive Suite 230 Dallas, Texas 75240
 (214) 387-0771

SINGLE MAST ARM ASSEMBLIES
 (80 MPH WIND ZONE)

SHEET NO. **M**
 OF SHEETS
 JOB NO.