



# Standard Detail Drawings

Transmittal No. 439

Wisconsin Department of Transportation

February 2026

## Standard Detail Drawings Updates

**Implementation Schedule:** These drawings will be included when applicable in plans scheduled for the **May 2026 PS&E** due date of the proposal preparation process schedule (refer to [FDM 19-1 Attachment 1.5](#)).

Standard Detail Drawing (SDD) revisions are shown in the following pages. Objects from the original SDD that were changed or removed are shown in gray while revisions and new items are shown in red. Objects that did not change remain black.

For a more detailed review of the SDD's, download this PDF and open it in a PDF editor or viewer. All objects within the original and revised SDD's are on separate layers and can be isolated or hidden for a more in-depth review of the changes.

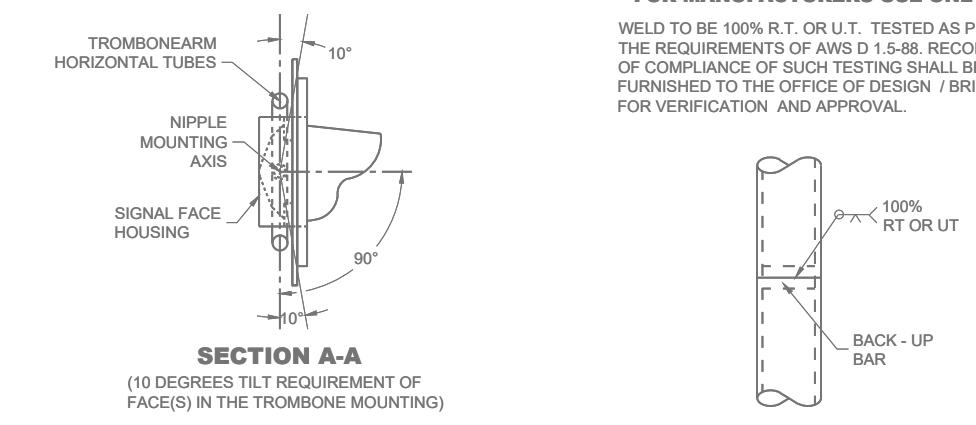
The designer notes do not display the new transmittal edits.

### [SDD Table of Contents](#)

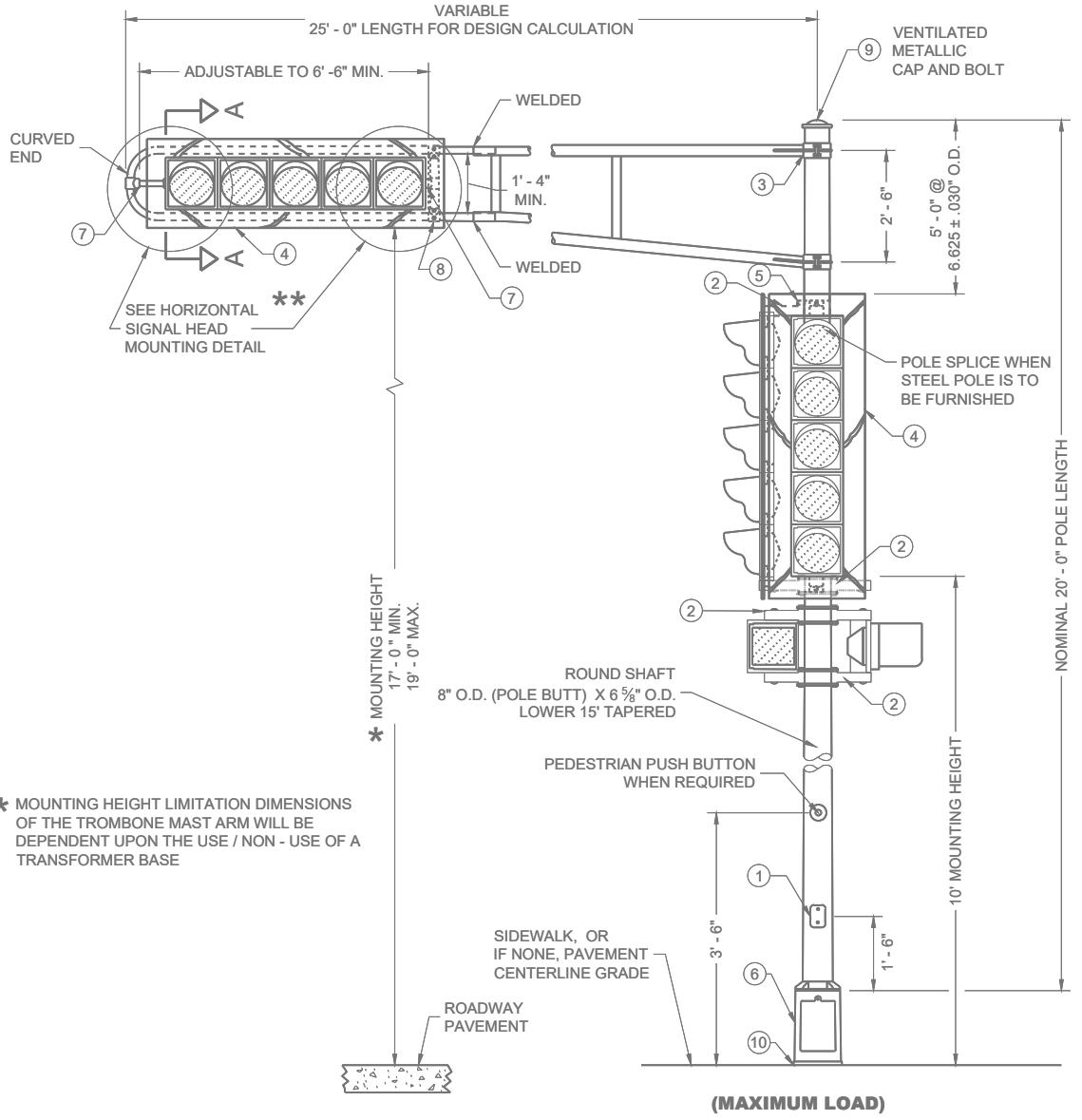
#### **Summary of new or updated SDD's:**

09B16	v.04	Pull Boxes Non-Conductive
09E01	v.17	Pole Mountings
09E06	v.06	Traffic Signal Standard Poly Bracket Mountings (Typical) 13 ft. or 15 ft.
09E08	v.10	Type 9, Type 10, Type 9/10 Special, Type 12 and Type 13 Poles with Monotube Arms
09E12	v.03	Over Height Poles and Monotube Arms
09F15	v.05	Loop Detector Installed in Base Course with Pull (Splice) Box Off Roadway (Options)
15C11	v.11	Channelizing Devices



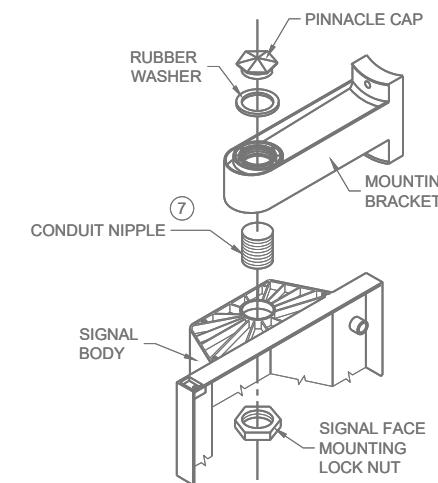


POLE SPLICING DETAIL



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES

TYPE 2 POLE MOUNTING CONFIGURATION

SIGNAL FACE MOUNTING DETAIL  
(BANDED)

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

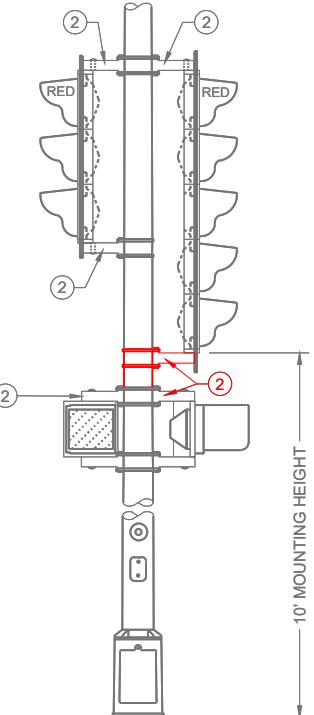
SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

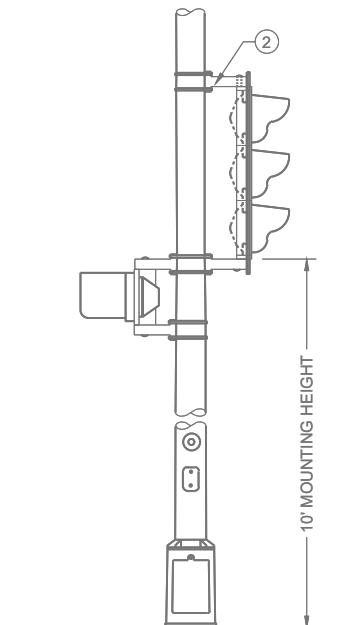
TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

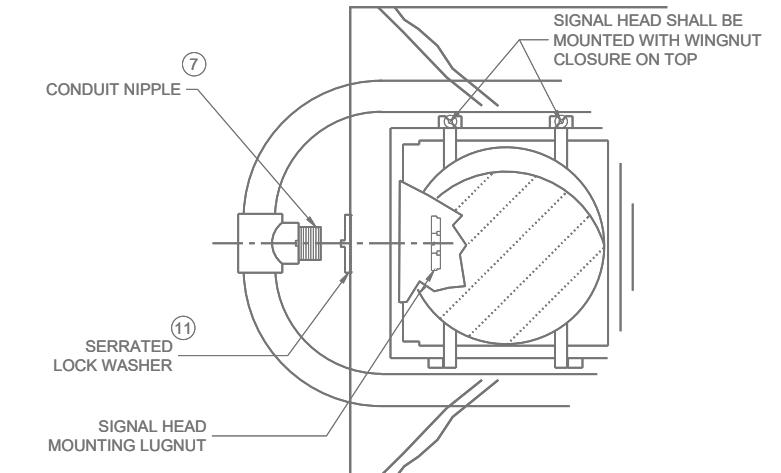
- ① 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) 1/4" X 3/4" - 20 TPI, STAINLESS STEEL, HEX HEAD BOLTS.
- ② SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.
- ③ GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 1/8" HOLE IN POLE SHAFT FOR WIRING.
- ④ SECURELY MOUNT DULL BLACK POLYCARBONATE BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
- ⑤ POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.
- ⑥ CAST ALUMINUM TRANSFORMER BASE.
- USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.
- ⑧ VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTS THE SLIDING TYPE.
- ⑨ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑩ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.
- ⑪ USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

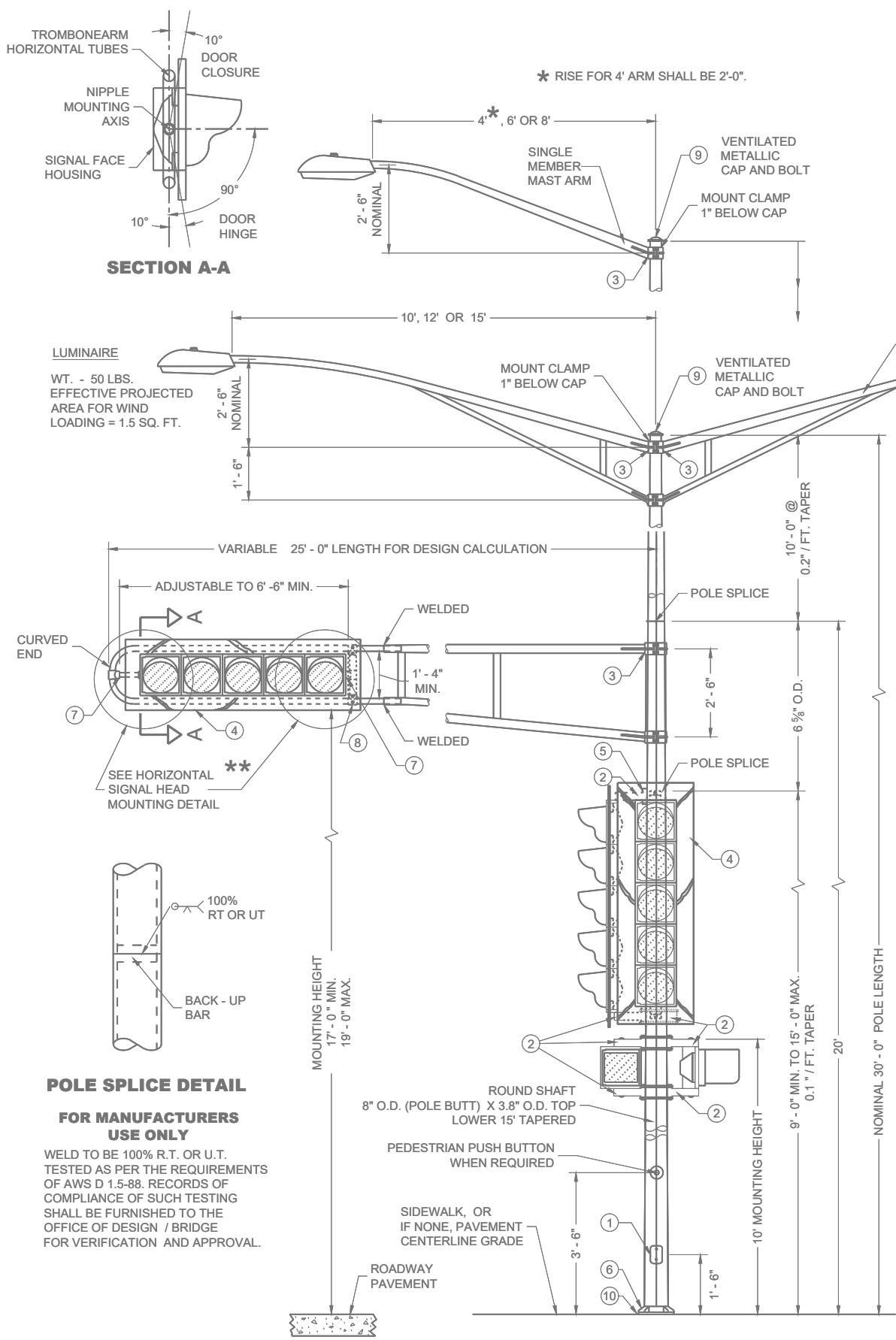


HORIZONTAL SIGNAL HEAD MOUNTING DETAIL \*\*

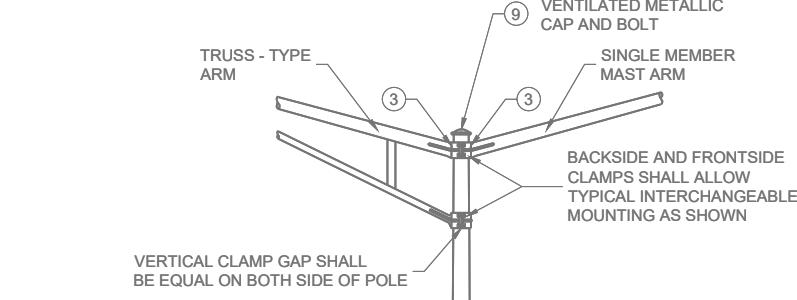
\*\* SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

**POLE MOUNTINGS FOR TRAFFIC SIGNALS  
TYPE 2**

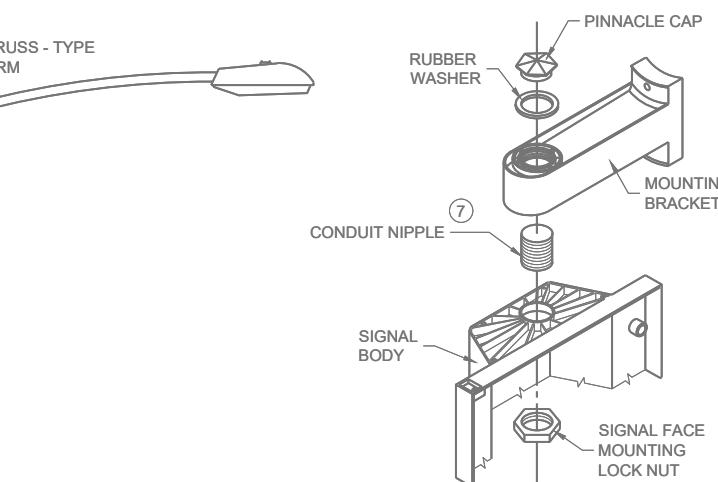
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



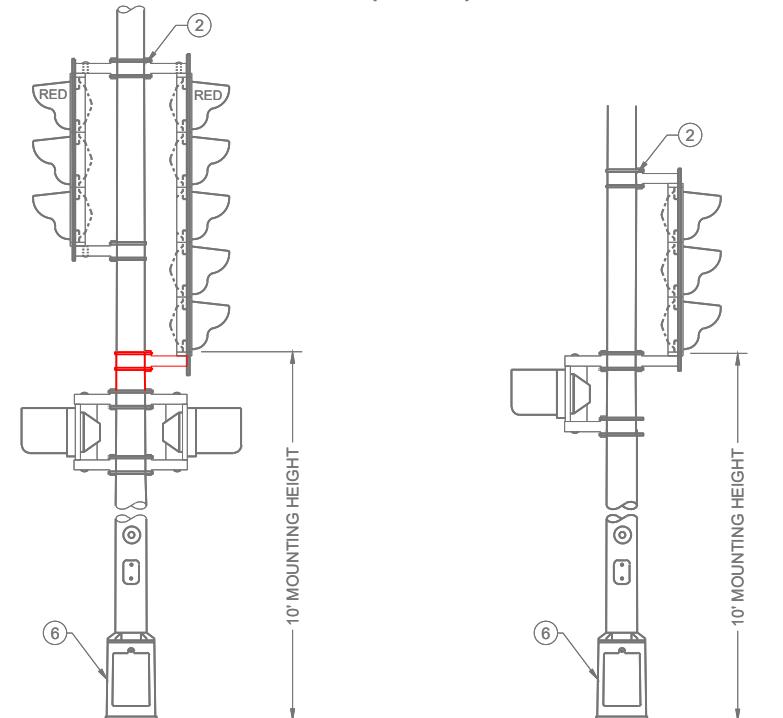
## TYPE 3 POLE MOUNTING CONFIGURATION



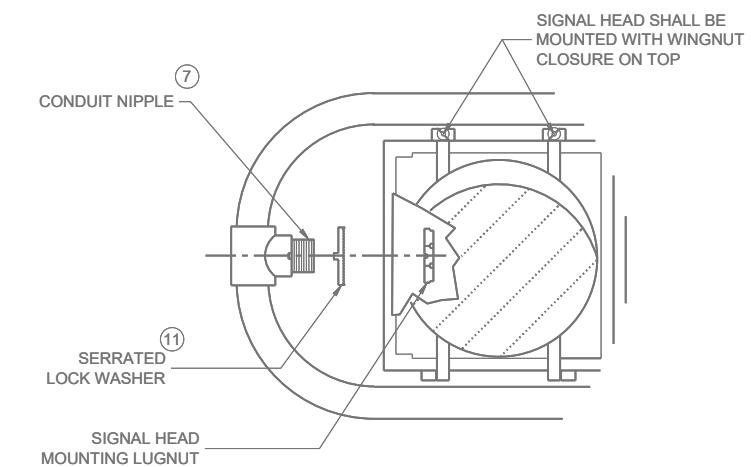
## INTERCHANGEABLE MOUNTING DETAIL



## **SIGNAL FACE MOUNTING DETAIL (BANDED)**



## **TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE**



## **HORIZONTAL SIGNAL HEAD MOUNTING DETAIL**

\*\* SIGNAL HEAD ATTACHMENT ALSO  
APPLIES TO MOUNTING AT CROSS BAR

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES. POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.  
A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE  
MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2  $\frac{3}{8}$ " INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

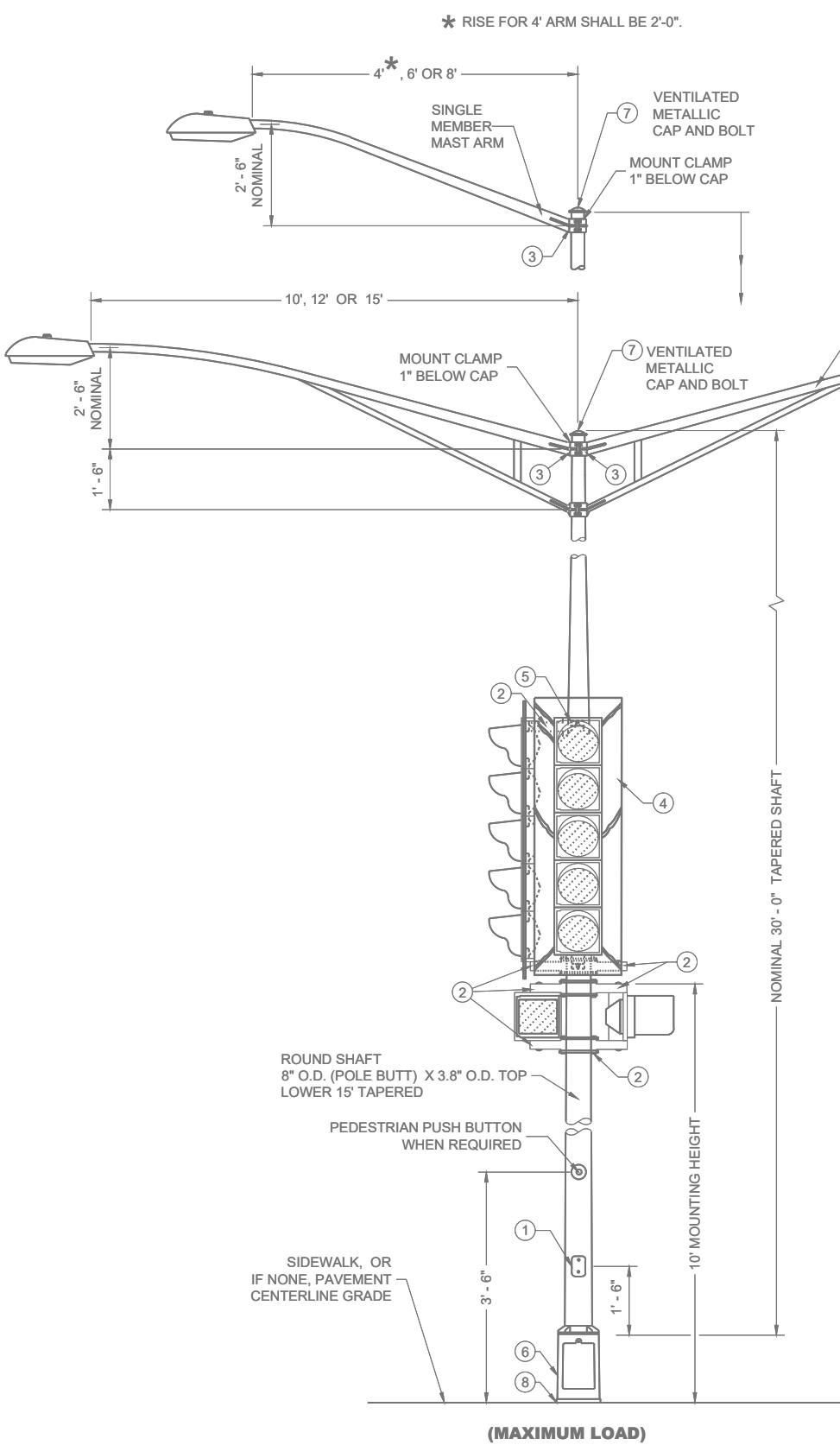
- ① 4" X 6" REINFORCED HANHOLE AND COVER ASSEMBLY WITH TWO (2)  $\frac{1}{4}'' \times \frac{3}{4}''$  - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- ② SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.
- ③ GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1  $\frac{1}{8}$ " HOLE IN POLE SHAFT FOR WIRING.
- ④ SECURELY MOUNT DULL BLACK POLYCARBONATE BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
- ⑤ POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.
- ⑥ CAST ALUMINUM TRANSFORMER BASE. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

USE 1  $\frac{1}{2}$ " ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1  $\frac{1}{2}$ " OPENING IN SIGNAL FACES AND BRACKET ENDS.

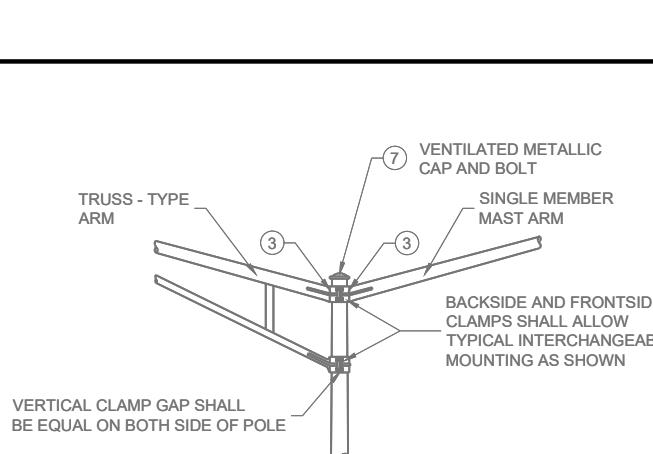
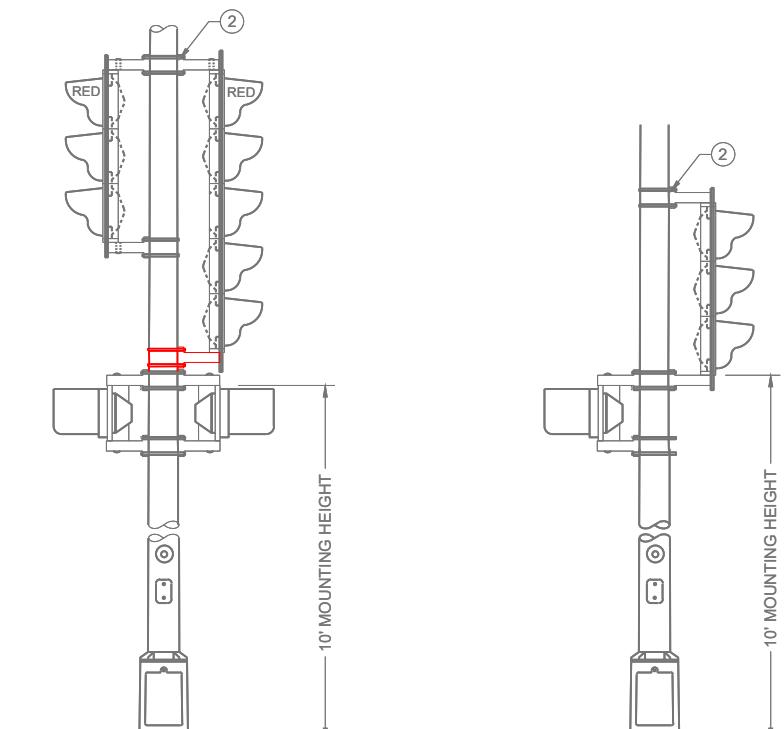
- ⑦ VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW ( $\frac{1}{4}'' \times \frac{3}{4}''$  - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
- ⑧ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH  $\frac{1}{4}'' \times \frac{3}{4}''$  - 20 TPI STAINLESS STEEL, HEX HEAD BOLT. ONE (1)
- ⑨ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- ⑩ USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

## **POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



TYPE 3 POLE MOUNTING CONFIGURATION

TYPICAL MOUNTING OF BACK TO BACK  
3 AND 5 SECTION SIGNAL FACESTYPICAL MOUNTING OF 3 SECTION  
SIGNAL FACE

INTERCHANGEABLE MOUNTING DETAIL

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

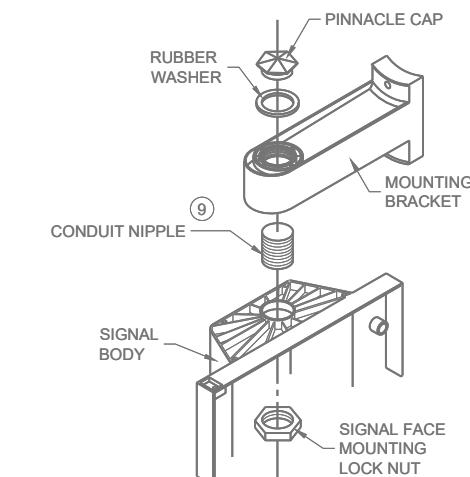
SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 1/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

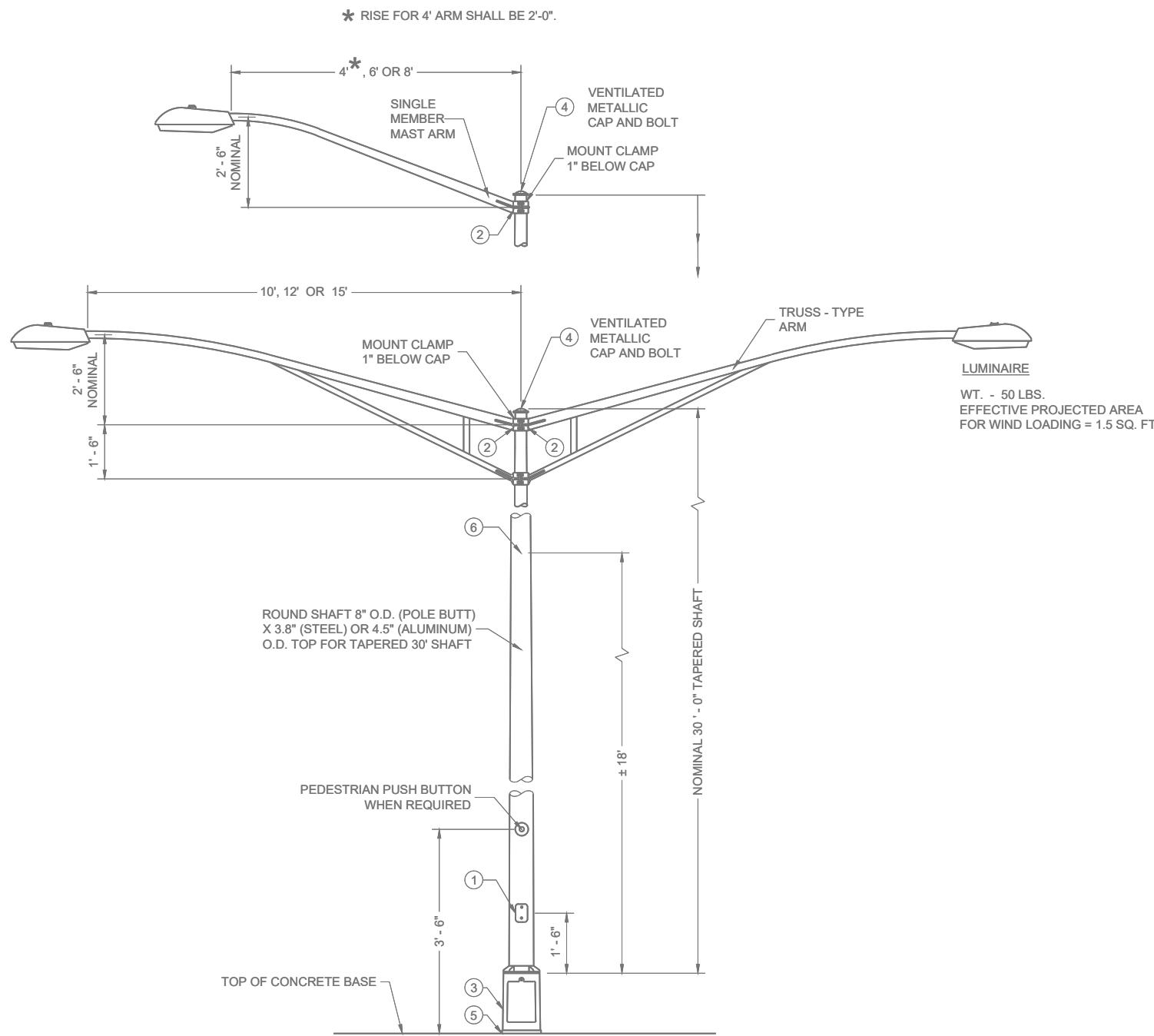
WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

- ① 4" X 6" REINFORCED HANDBOLE AND COVER ASSEMBLY WITH TWO (2) 1/4"X3/4" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- ② SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.
- ③ GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 1/8" HOLE IN POLE SHAFT FOR WIRING.
- ④ SECURELY MOUNT DULL BLACK POLYCARBONATE BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
- ⑤ POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.
- ⑥ CAST ALUMINUM TRANSFORMER BASE. WHEN REQUIRED.
- ⑦ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4"X3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑧ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- ⑨ USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.

SIGNAL FACE MOUNTING DETAIL  
(BANDED)

POLE MOUNTINGS FOR  
TRAFFIC SIGNALS AND  
LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

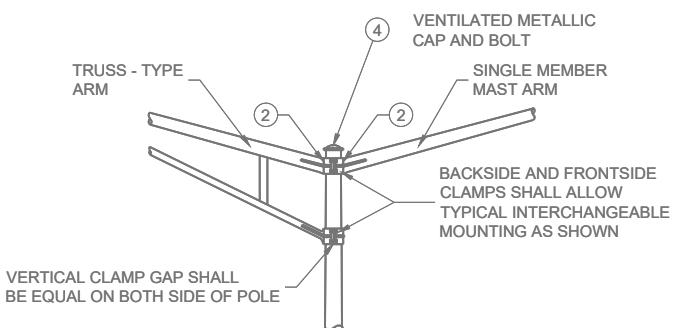
TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1886".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 1/2" INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

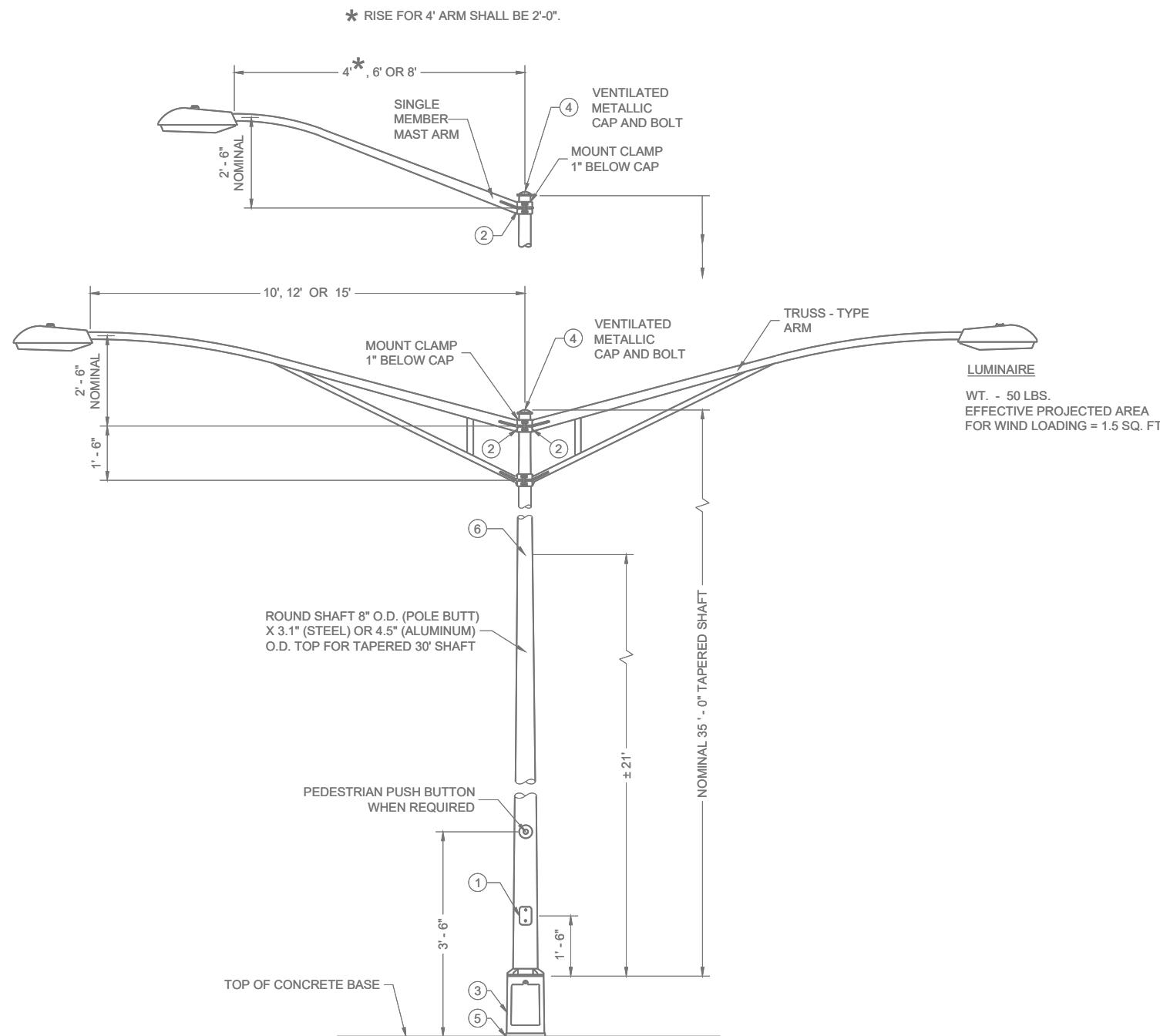
- ① 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) 1/4"X3/4" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- ② GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 1/8" HOLE IN POLE SHAFT FOR WIRING.
- ③ CAST ALUMINUM TRANSFORMER BASE.
- ④ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH 1/4"X3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT. ONE (1)
- ⑤ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- ⑥ INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR  
LIGHTING UNITS, TYPE 5  
(30 FEET)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.  
POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

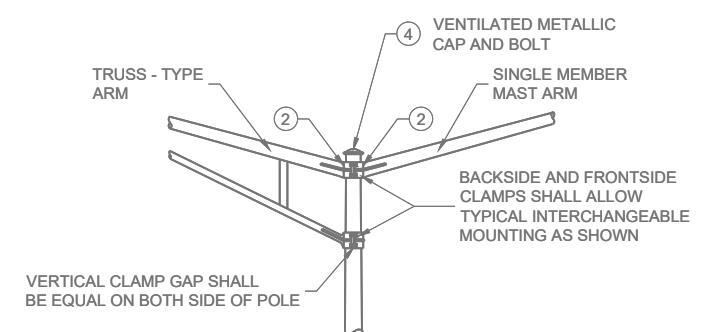
TYPE 6 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.119").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8" INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

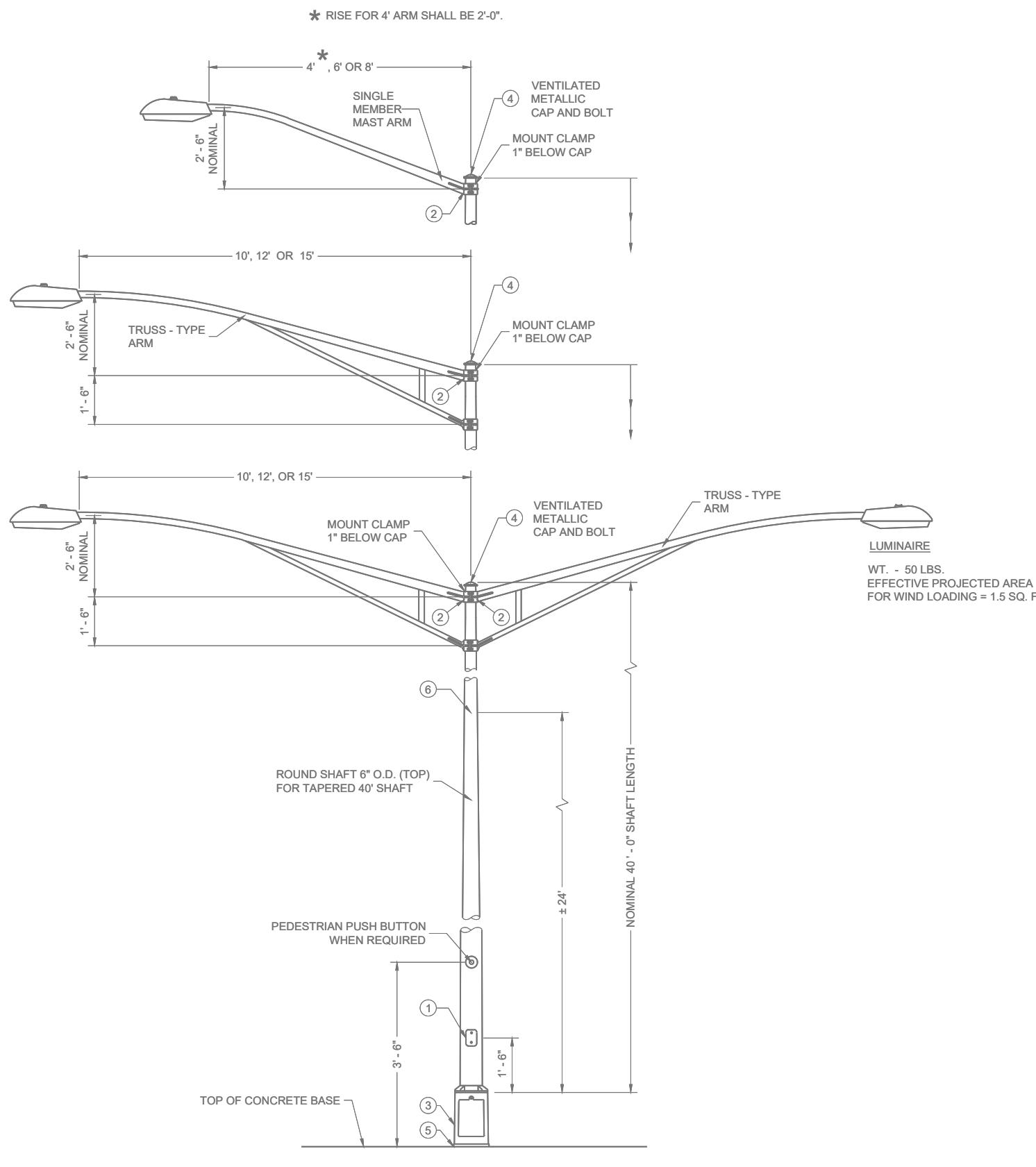
- ① 4" X 6" REINFORCED HANDBOle AND COVER ASSEMBLY WITH TWO (2) 1/4"X3/4" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- ② GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" " HOLE IN POLE SHAFT FOR WIRING.
- ③ CAST ALUMINUM TRANSFORMER BASE.
- ④ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4"X3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑤ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- ⑥ INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR  
LIGHTING UNITS, TYPE 6  
(35 FEET)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



TYPE 17 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL LUMINAIRE POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES. POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 17 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

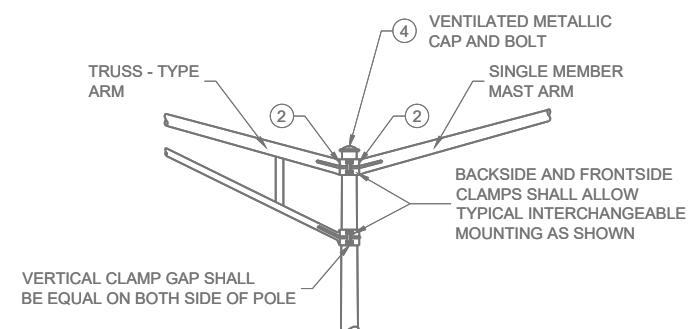
TYPE 17 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SHOE BASE SHALL BE SLOTTED TO ACCEPT A 15" BOLT CIRCLE (14" X 16" SLOT) USING 1" ANCHOR RODS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8" INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

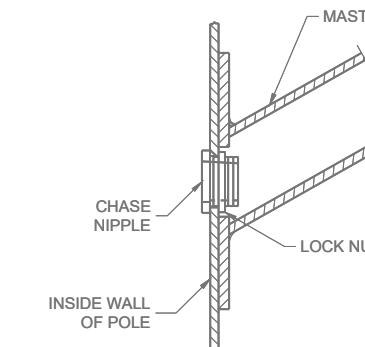
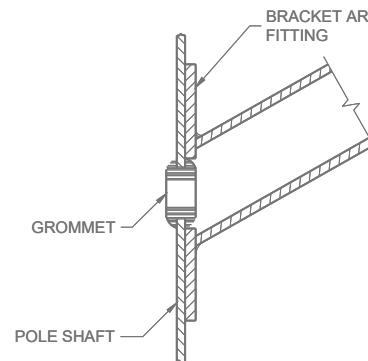
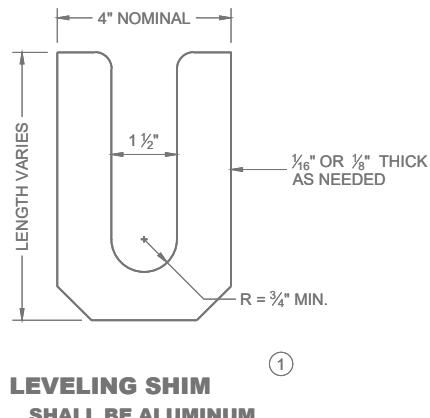
- ① 4" X 6" REINFORCED HANDBOle AND COVER ASSEMBLY WITH TWO (2) 1 1/4" X 3/4" - 20 TPI, STAINLESS STEEL, HEX HEAD BOLTS.
- ② GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 1/8" HOLE IN POLE SHAFT FOR WIRING.
- ③ CAST ALUMINUM FHWA APPROVED TRANSFORMER BASE, SHALL HAVE AN ULTIMATE STATIC LOAD STRENGTH OF AT LEAST 40,000 FT. - LBS.
- ④ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑤ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- ⑥ INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR  
LIGHTING UNITS, TYPE 17  
(40 FEET)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

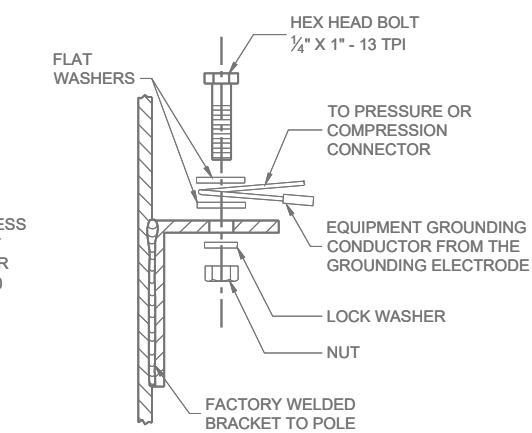
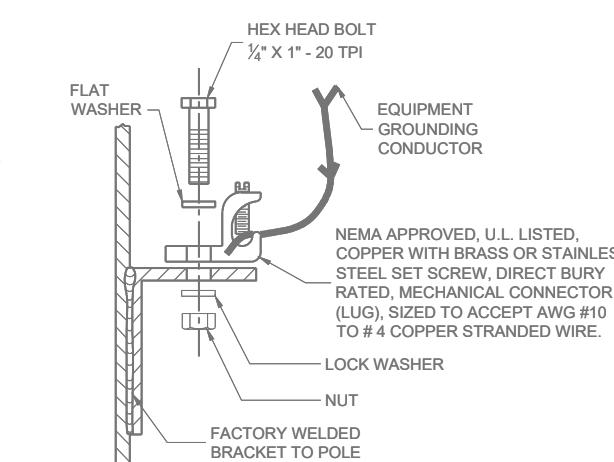
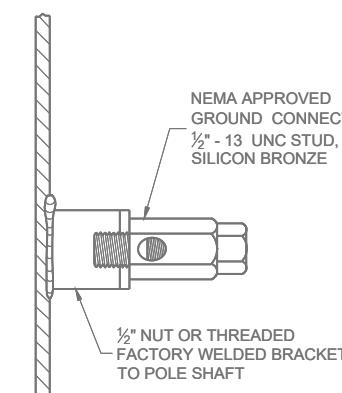
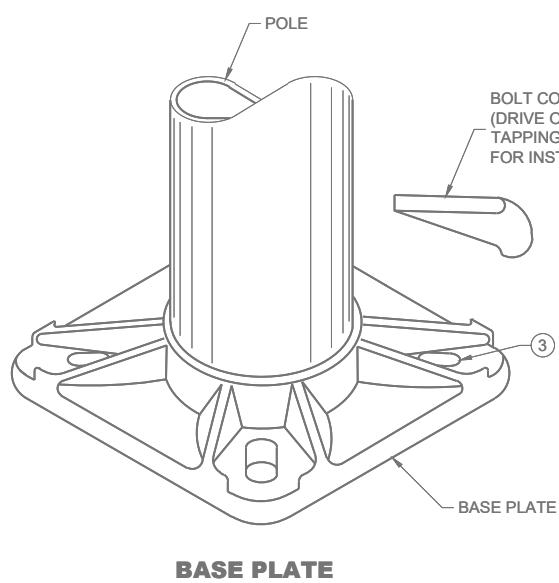
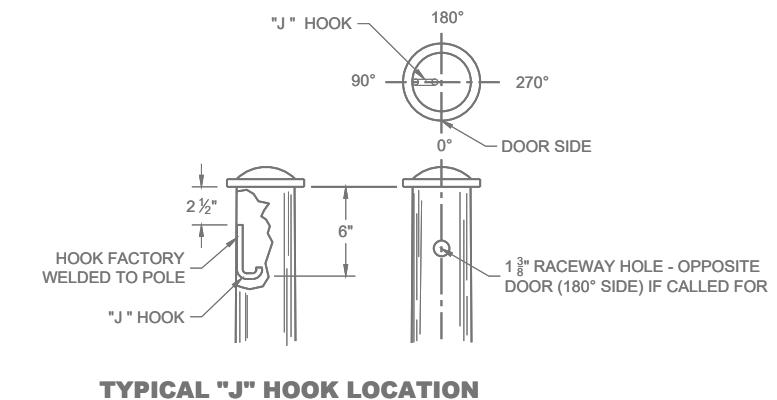
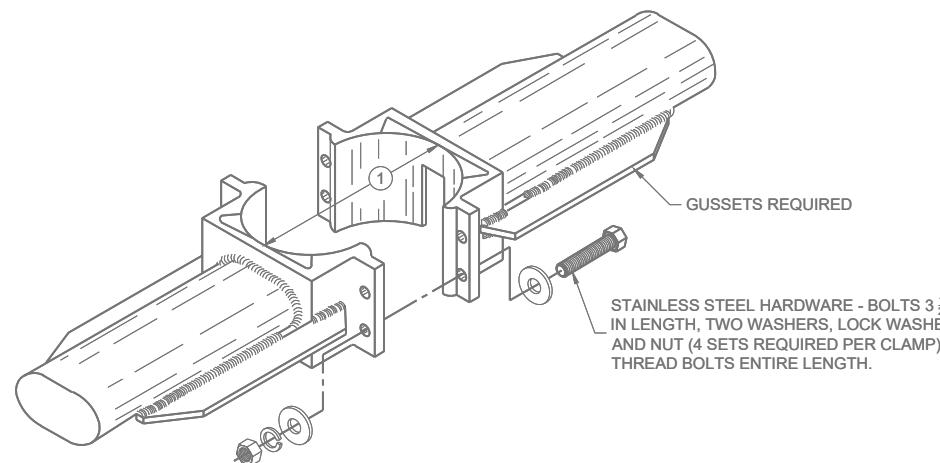
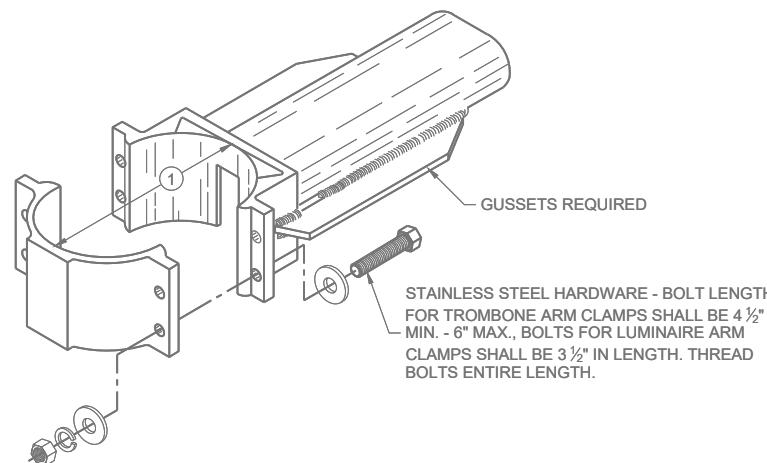


#### GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

- ① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
- ② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)
- ③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.
- ④ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

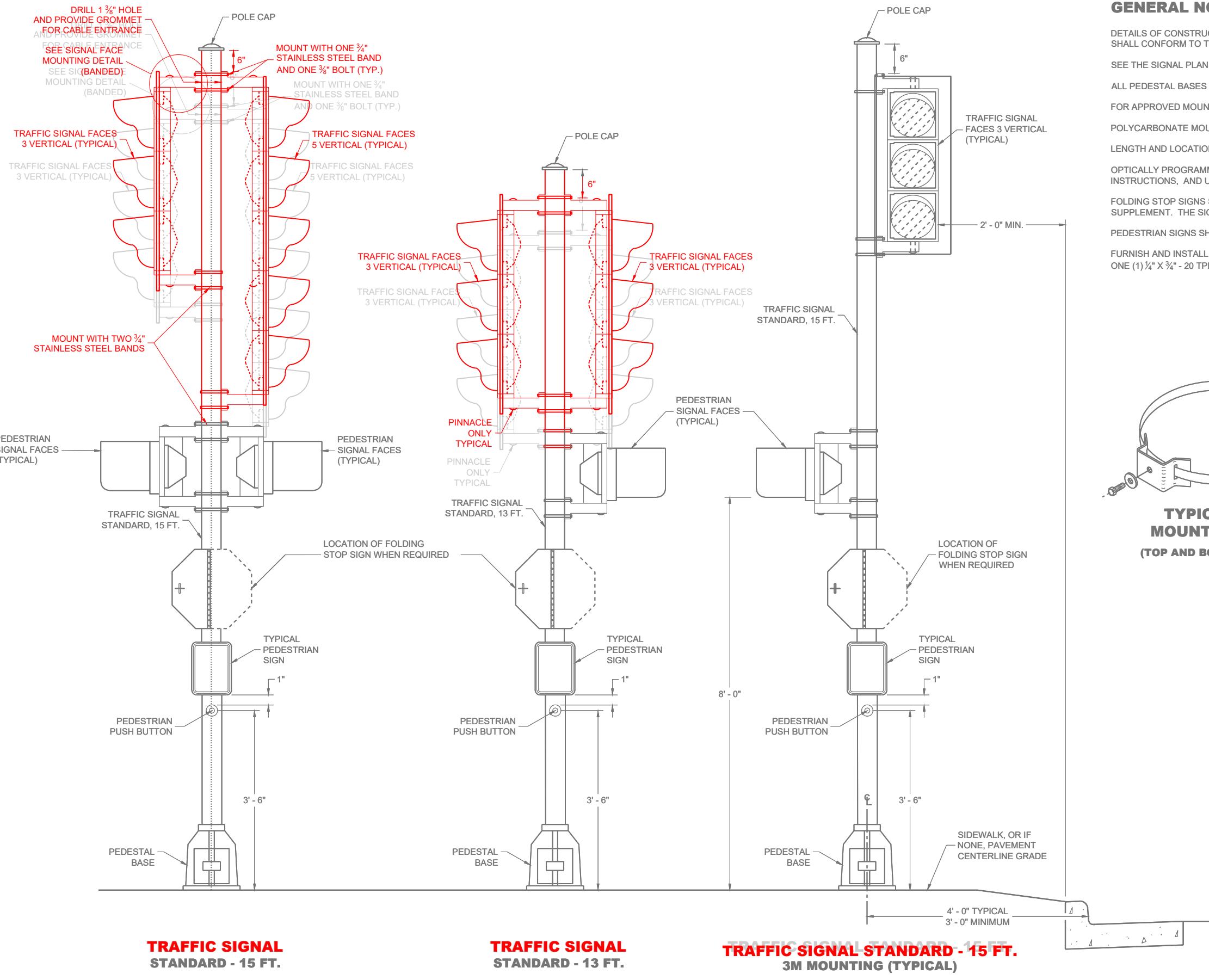


TYPICAL GROUNDING CONNECTIONS  
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

#### HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2026  
/S/ Ahmet Demirbilek  
DATE  
FHWA  
STATE ELECTRICAL ENGINEER



## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING  
SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

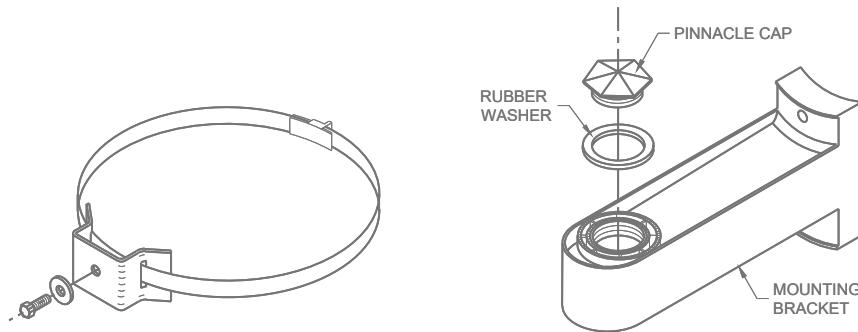
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

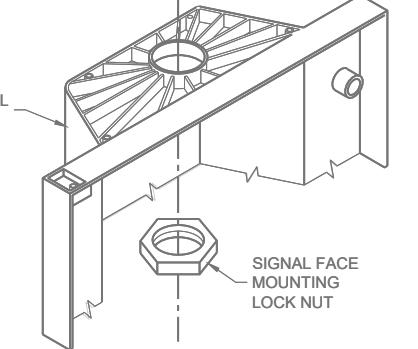
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1)  $1\frac{1}{4}$ " X  $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



## **TYPICAL SIGN MOUNTING BAND**



## **SIGNAL FACE MOUNTING DETAIL (BANDED)**

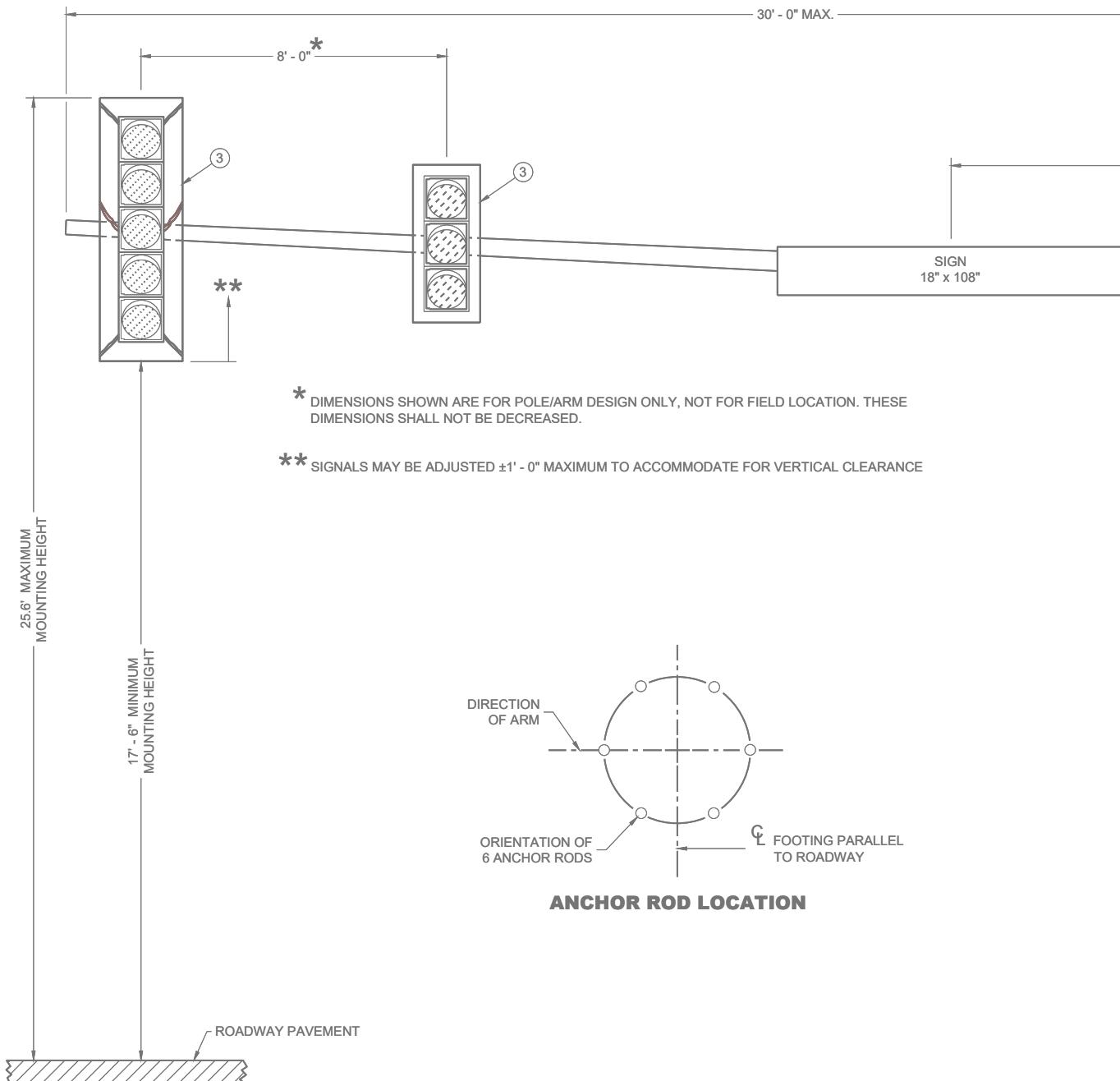
## TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

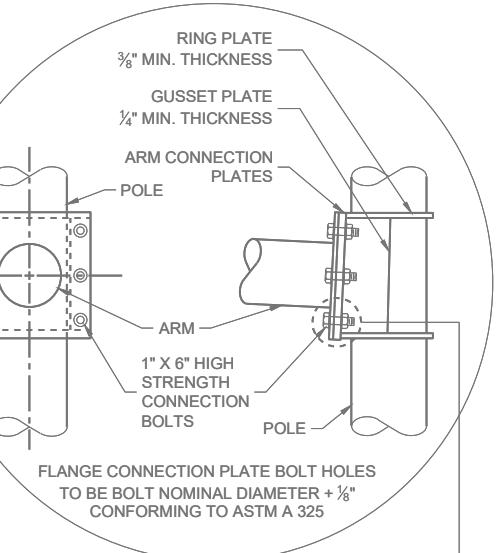
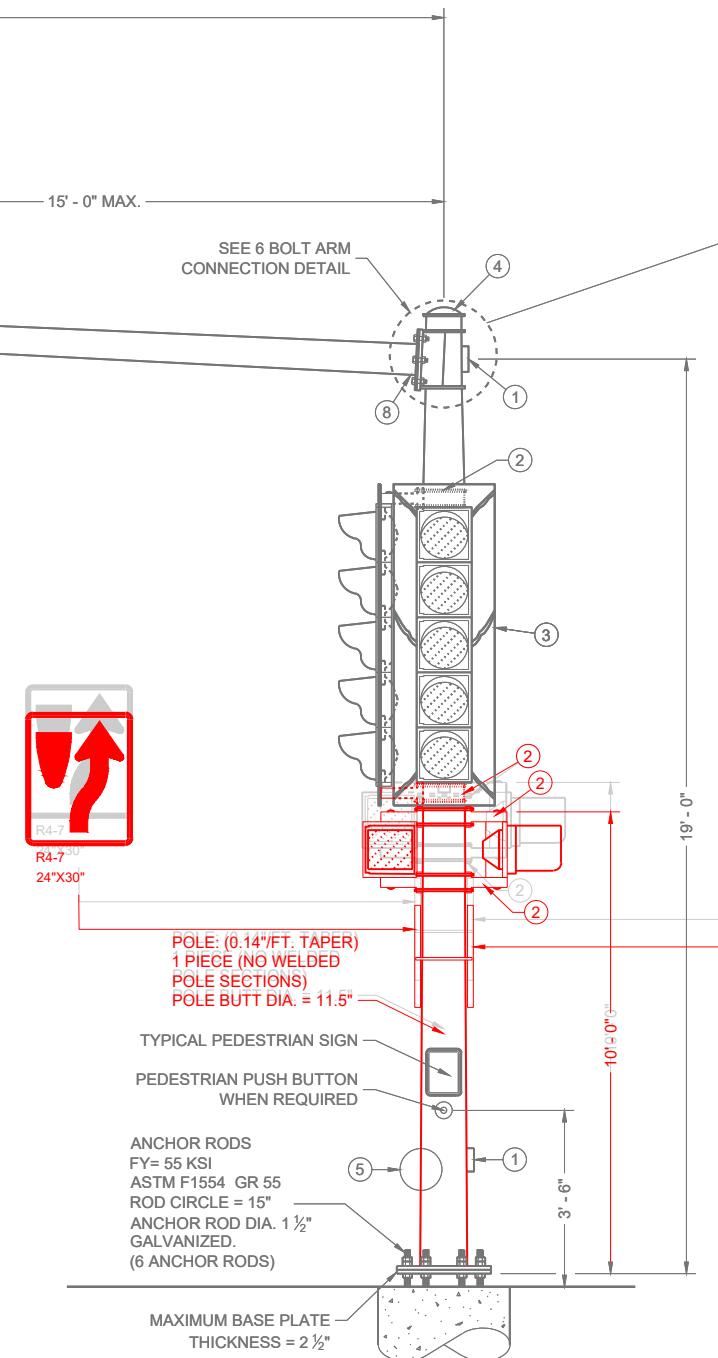
APPROVED  
February 2026 /S/ Ahmet Demirbilek  
DATE STATE ELECTRICAL ENGINEER

SDD 09E08-10a

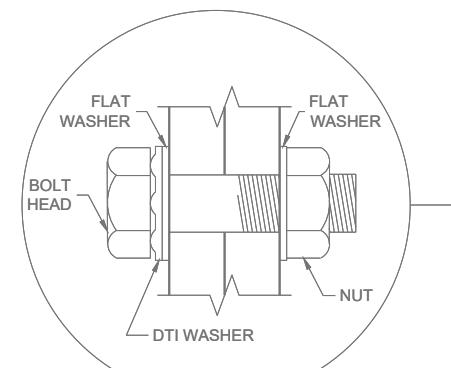
6



**TYPE 9 POLE  
15' - 30' MONOTUBE ARM  
(MAXIMUM LOAD)**



**6 BOLT ARM CONNECTION DETAIL**



**RECOMMENDED BOLT ASSEMBLY DETAIL**

**TYPE 9 POLE  
15' - 30' MONOTUBE ARM**

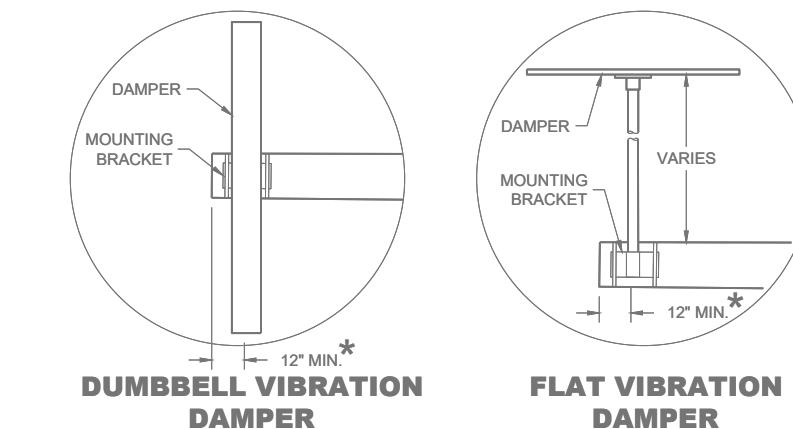
**TYPE 9 POLE  
STATE OF WISCONSIN  
15' - 30' MONOTUBE ARM**

APPROVED  
August 2020 STATE OF WISCONSIN  
FHWA  
DEPARTMENT OF TRANSPORTATION

SDD 09E08-10a

6

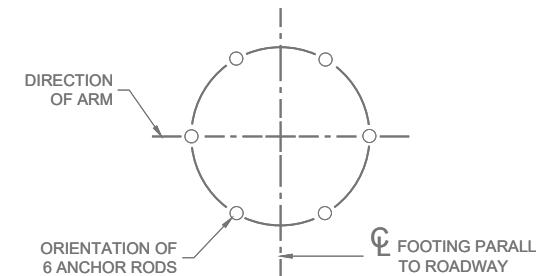
SDD 09E08-10b



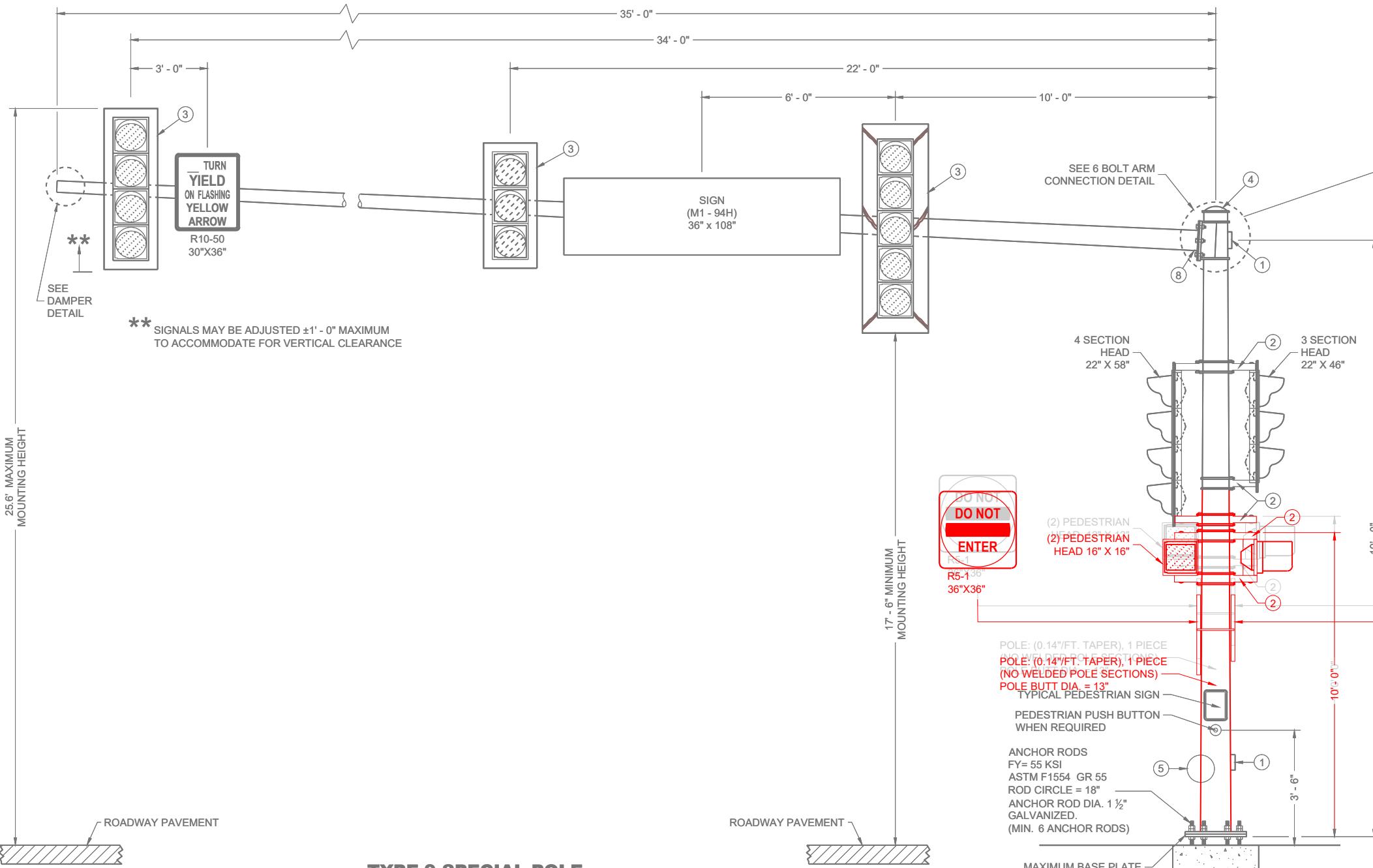
\* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

DUMBBELL VIBRATION DAMPER

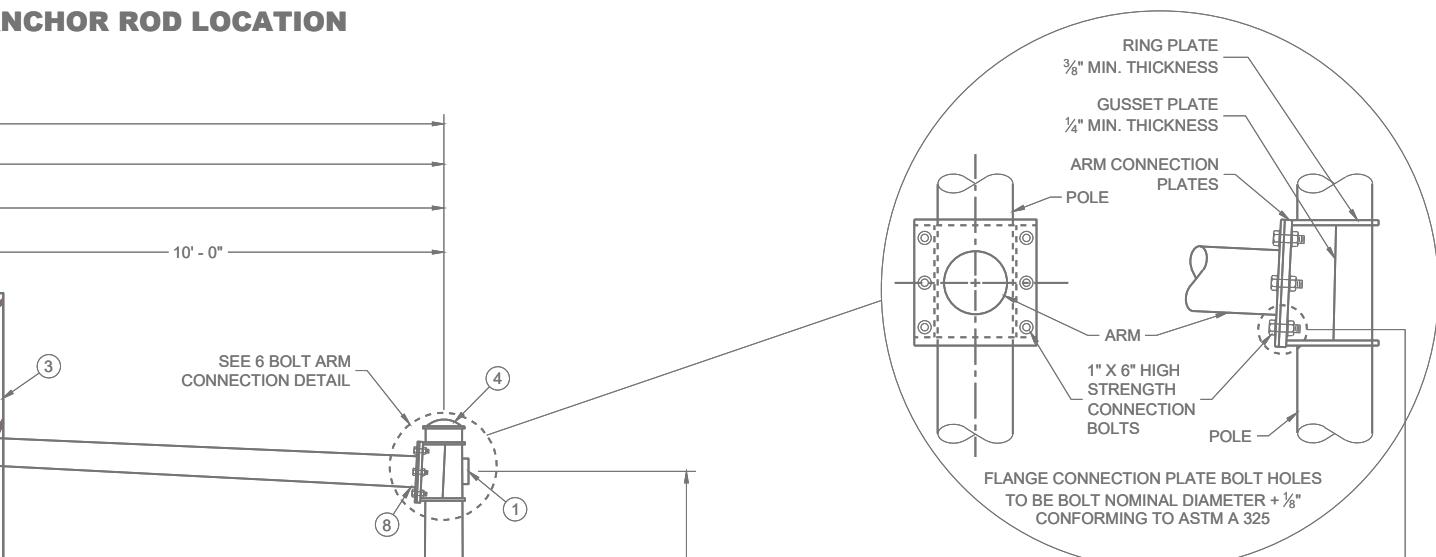
FLAT VIBRATION DAMPER



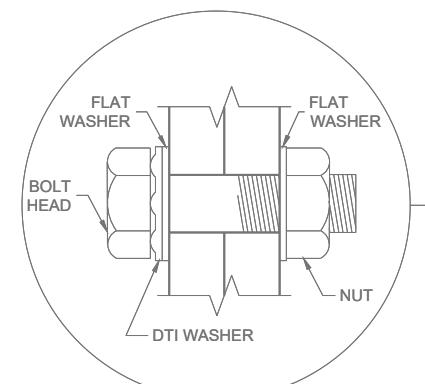
ANCHOR ROD LOCATION



\*\* SIGNALS MAY BE ADJUSTED  $\pm 1' - 0''$  MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

TYPE 9 SPECIAL POLE  
35' MONOTUBE ARM  
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE  
35' MONOTUBE ARM

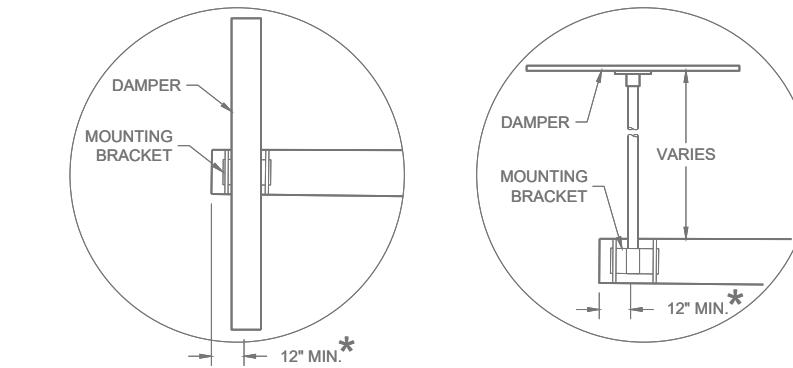
TYPE 9 SPECIAL POLE  
SAFETY SIGN  
DEP 35' MONOTUBE ARM

APPROVED  
August 2020 STATE OF WISCONSIN  
FHWA  
DEPARTMENT OF TRANSPORTATION

SDD 09E08-10b

6

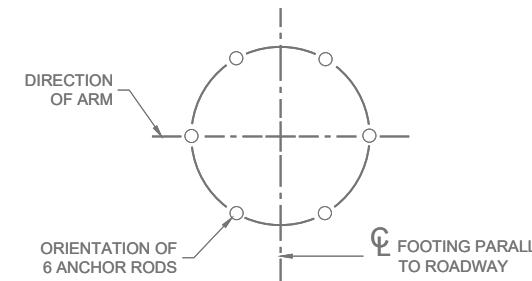
SDD 09E08-10c



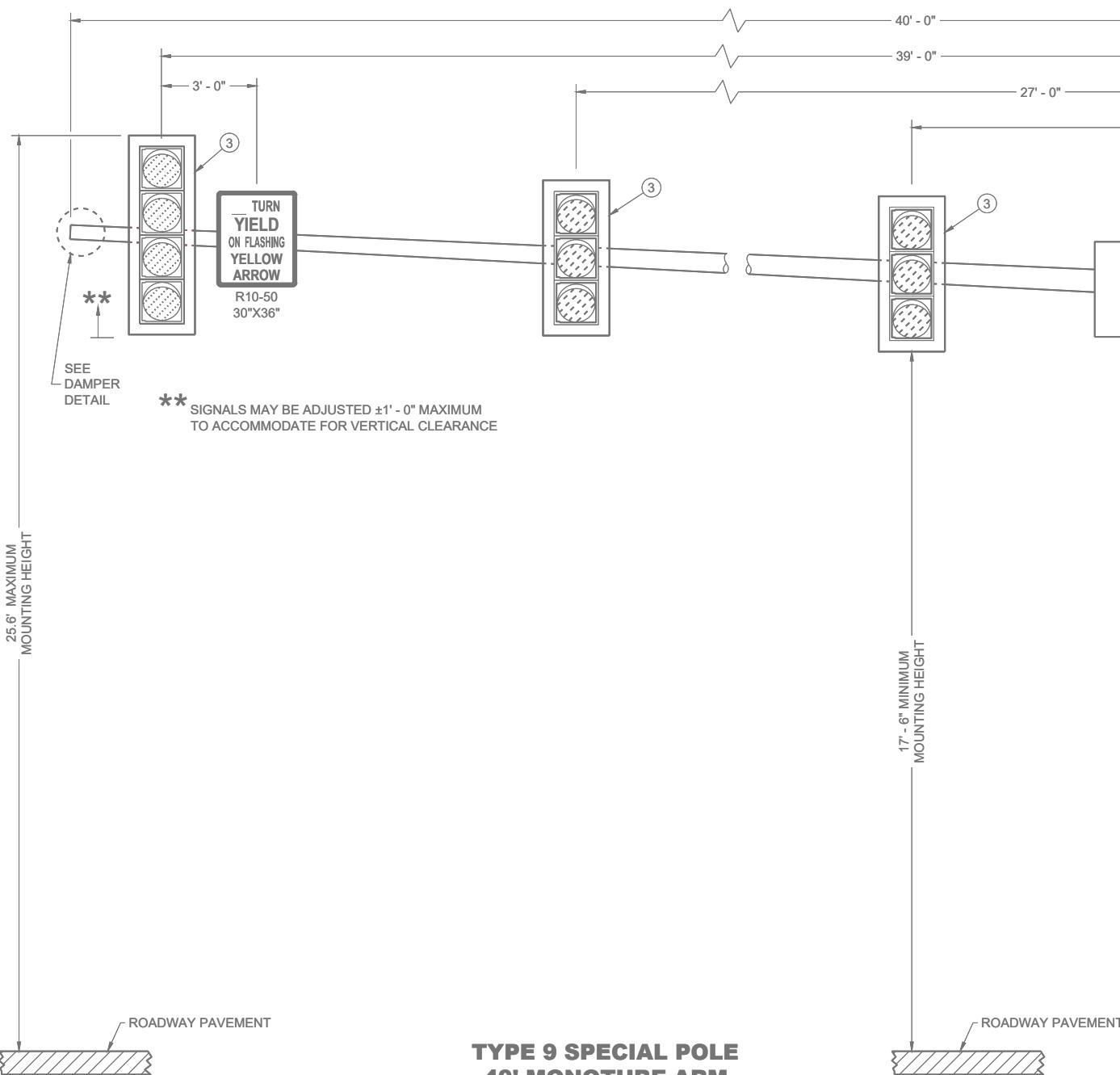
**DUMBBELL  
VIBRATION DAMPER**

**FLAT VIBRATION  
DAMPER**

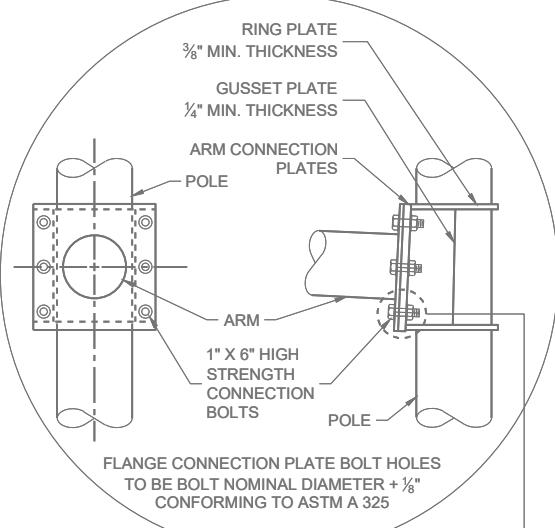
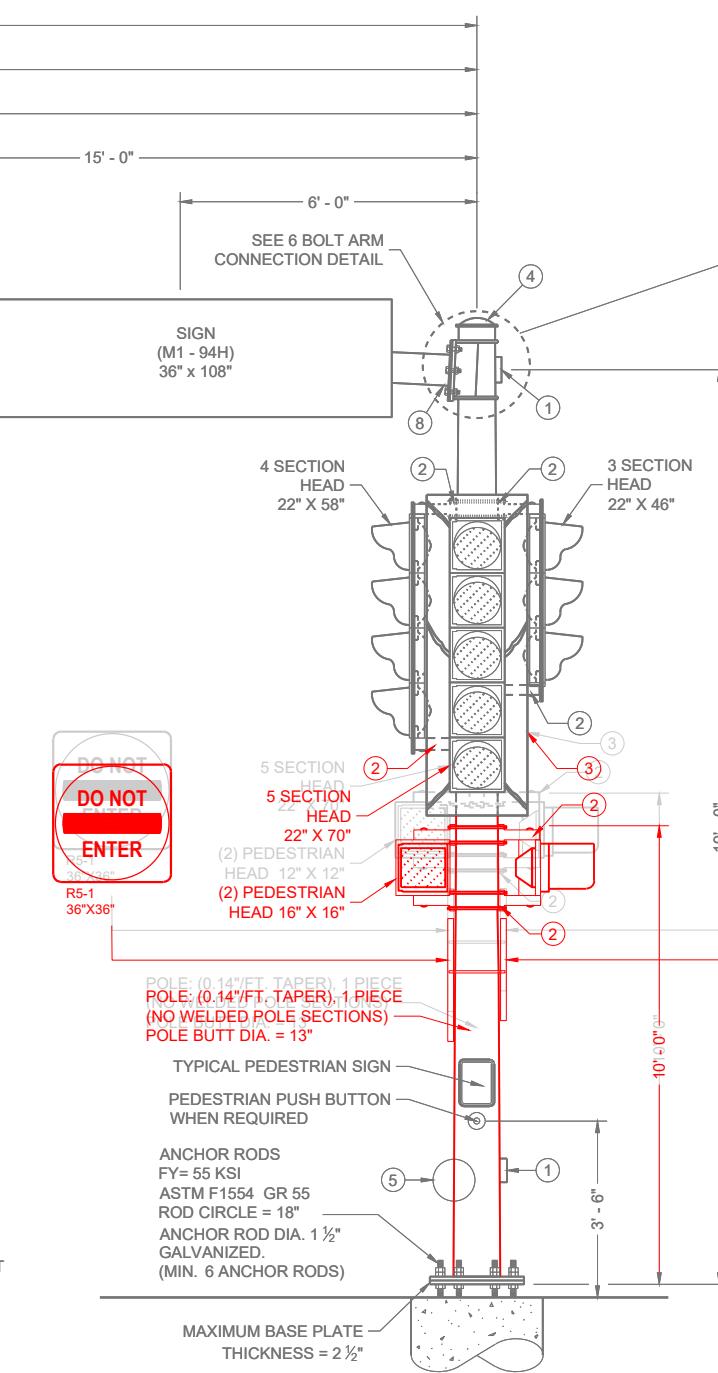
\* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



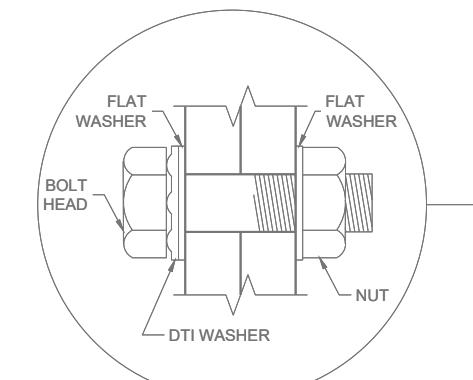
**ANCHOR ROD LOCATION**



**TYPE 9 SPECIAL POLE  
40' MONOTUBE ARM  
(MAXIMUM LOAD)**



**6 BOLT ARM  
CONNECTION DETAIL**



**RECOMMENDED BOLT  
ASSEMBLY DETAIL**

**TYPE 9 SPECIAL POLE  
40' MONOTUBE ARM**

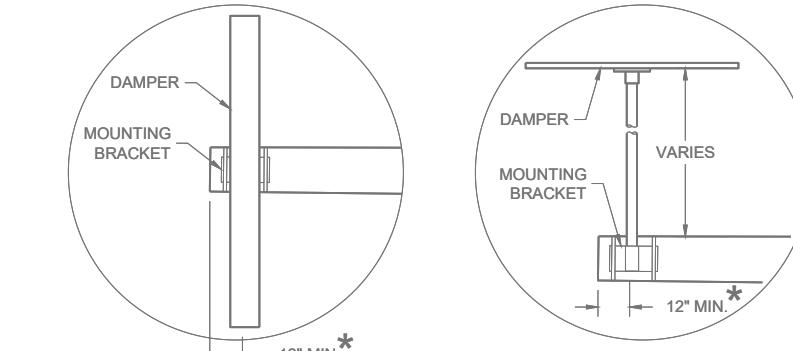
**TYPE 9 SPECIAL POLE  
40' MONOTUBE ARM**

APPROVED  
August 2020 STATE OF WISCONSIN  
FHWA  
DEPARTMENT OF TRANSPORTATION

SDD 09E08-10c

SDD 09E08-10d

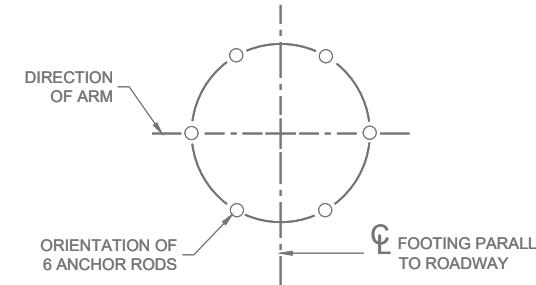
6



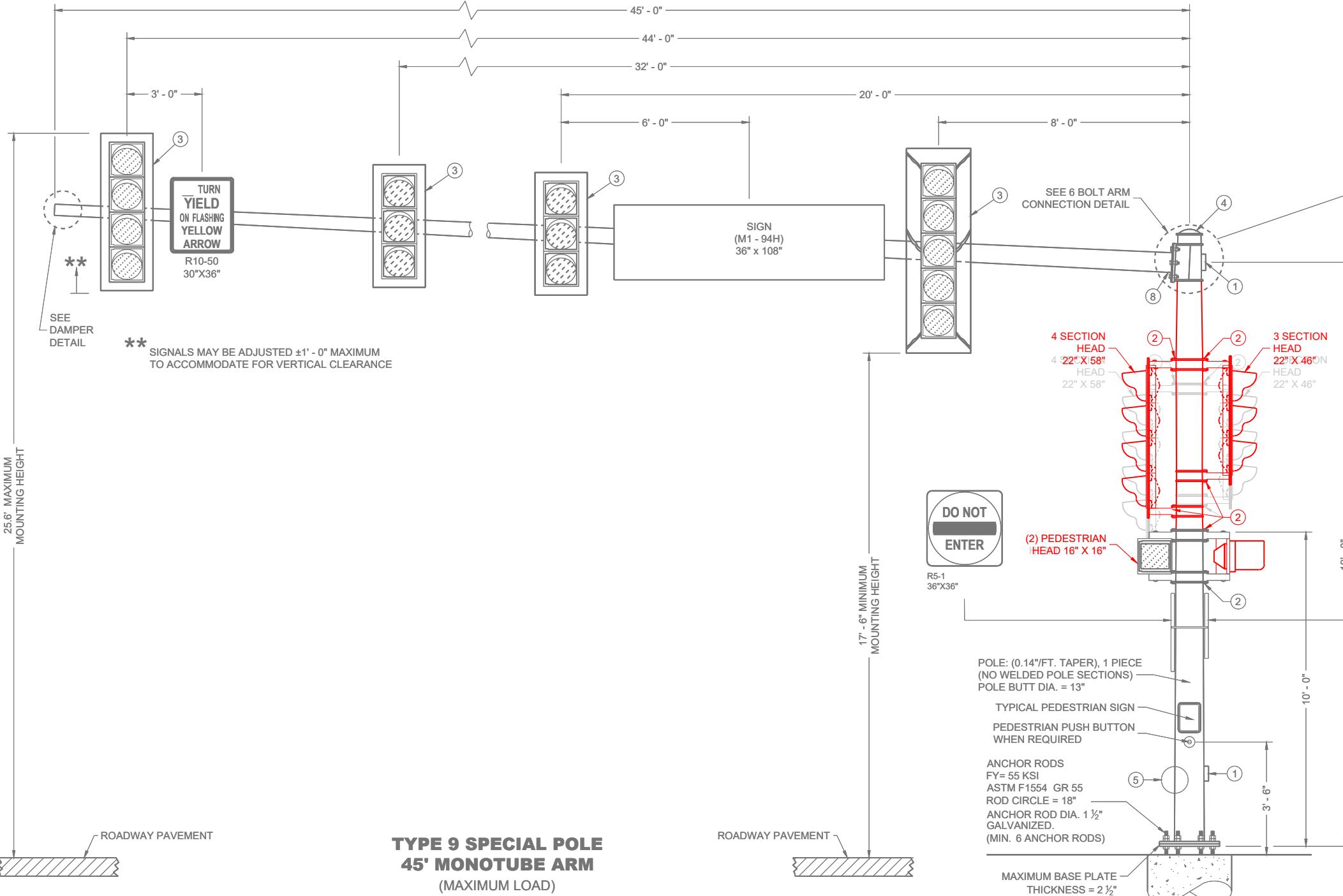
**DUMBBELL VIBRATION DAMPER**

**FLAT VIBRATION DAMPER**

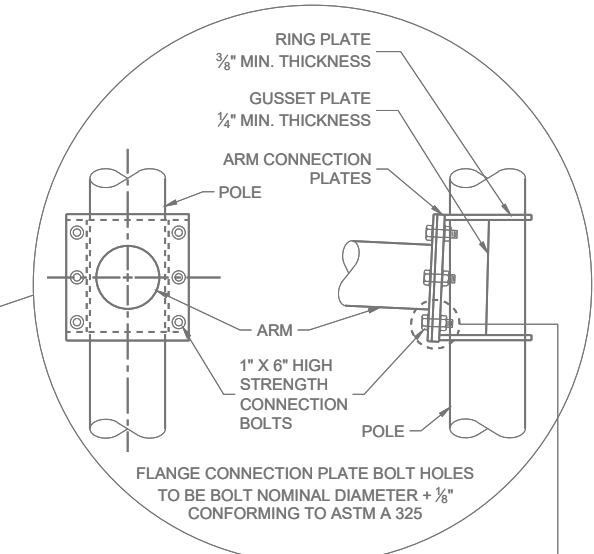
\* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



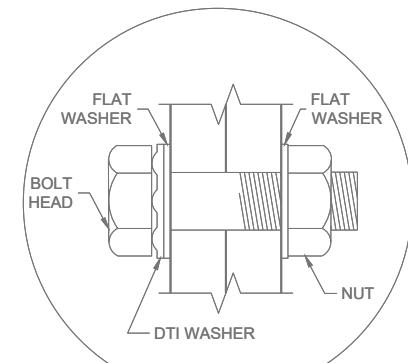
**ANCHOR ROD LOCATION**



**TYPE 9 SPECIAL POLE  
45' MONOTUBE ARM  
(MAXIMUM LOAD)**



**6 BOLT ARM CONNECTION DETAIL**



**RECOMMENDED BOLT ASSEMBLY DETAIL**

**TYPE 9 SPECIAL POLE  
45' MONOTUBE ARM**

**TYPE 9 SPECIAL POLE  
45' MONOTUBE ARM**

APPROVED  
August 2020 STATE OF WISCONSIN  
FHWA  
DEPARTMENT OF TRANSPORTATION

SDD 09E08-10d

6

**TYPE 10 POLE  
15' - 30' MONOTUBE ARM  
(MAXIMUM LOAD)**

25.6" MAXIMUM MOUNTING HEIGHT

17" - 6" MINIMUM MOUNTING HEIGHT

ROADWAY PAVEMENT

## ANCHOR ROD LOCATION

**LUMINAIRE, WT. - 50 LBS.  
EPA FOR WIND LOADING 1.5 SQ. FT.**

**STEEL SINGLE MEMBER  
LUMINAIRE ARM**

**15' MAXIMUM**

**SEE FIXED ARM ATTACHMENT DETAIL**

**FIXED ARM ATTACHMENT**

**CLAMP ARM ATTACHMENT  
OPTION FOR VIDEO  
DETECTION IF NEEDED**

**15' - 0" MAX.**

**SEE 6 BOLT ARM  
CONNECTION DETAIL**

**SIGN  
18" x 108"**

**THESE  
CLEARANCE**

**R4-7  
24"X30"**

**POLE: (0.14"/FT. TAPER)  
1 PIECE (NO WELDED  
POLE SECTIONS)  
POLE BUTT DIA. = 11.5"**

**10' - 0"**

**10' - 6"**

**3' - 6"**

**TYPICAL PEDESTRIAN SIGN**

**PEDESTRIAN PUSH BUTTON  
WHEN REQUIRED**

**ANCHOR RODS  
FY= 55 KSI  
ASTM F1554 GR 55  
ROD CIRCLE = 15"  
ANCHOR ROD DIA. 1 1/2"  
GALVANIZED.  
(6 ANCHOR RODS)**

**MAXIMUM BASE PLATE  
THICKNESS = 2 1/2"**

**LUMINAIRE ARM**

**3/4" X 3 1/4" HIGH STRENGTH CONNECTION BOLTS**

**FIXED ARM ATTACHMENT DETAIL**

**RING PLATE**  
3/8" MIN. THICKNESS

**GUSSET PLATE**  
1/4" MIN. THICKNESS

**ARM CONNECTION PLATES**

**POLE**

**ARM**

**1" X 6" HIGH STRENGTH CONNECTION BOLTS**

**POLE**

**FLANGE CONNECTION PLATE BOLT HOLES**  
TO BE BOLT NOMINAL DIAMETER + 1/8"  
CONFORMING TO ASTM A 325

#### 6 BOLT ARM CONNECTION DETAIL

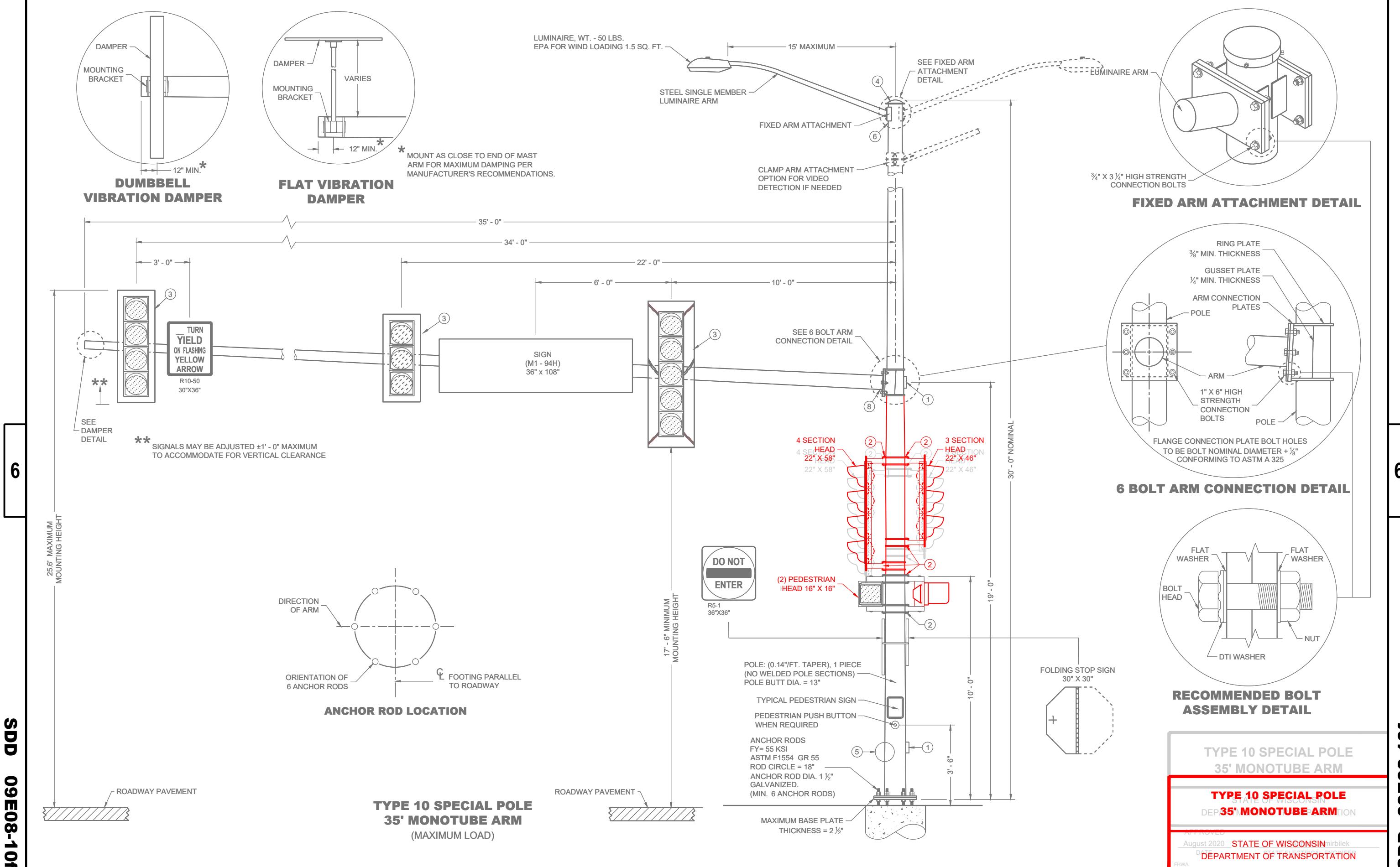
The diagram illustrates the recommended bolt assembly detail for a 30x30 folding stop sign. It shows a bolt with a head, a flat washer, a DTI washer, and a nut. The DTI washer is indicated to be used for 30x30 folding stop signs.

## RECOMMENDED BOLT ASSEMBLY DETAIL

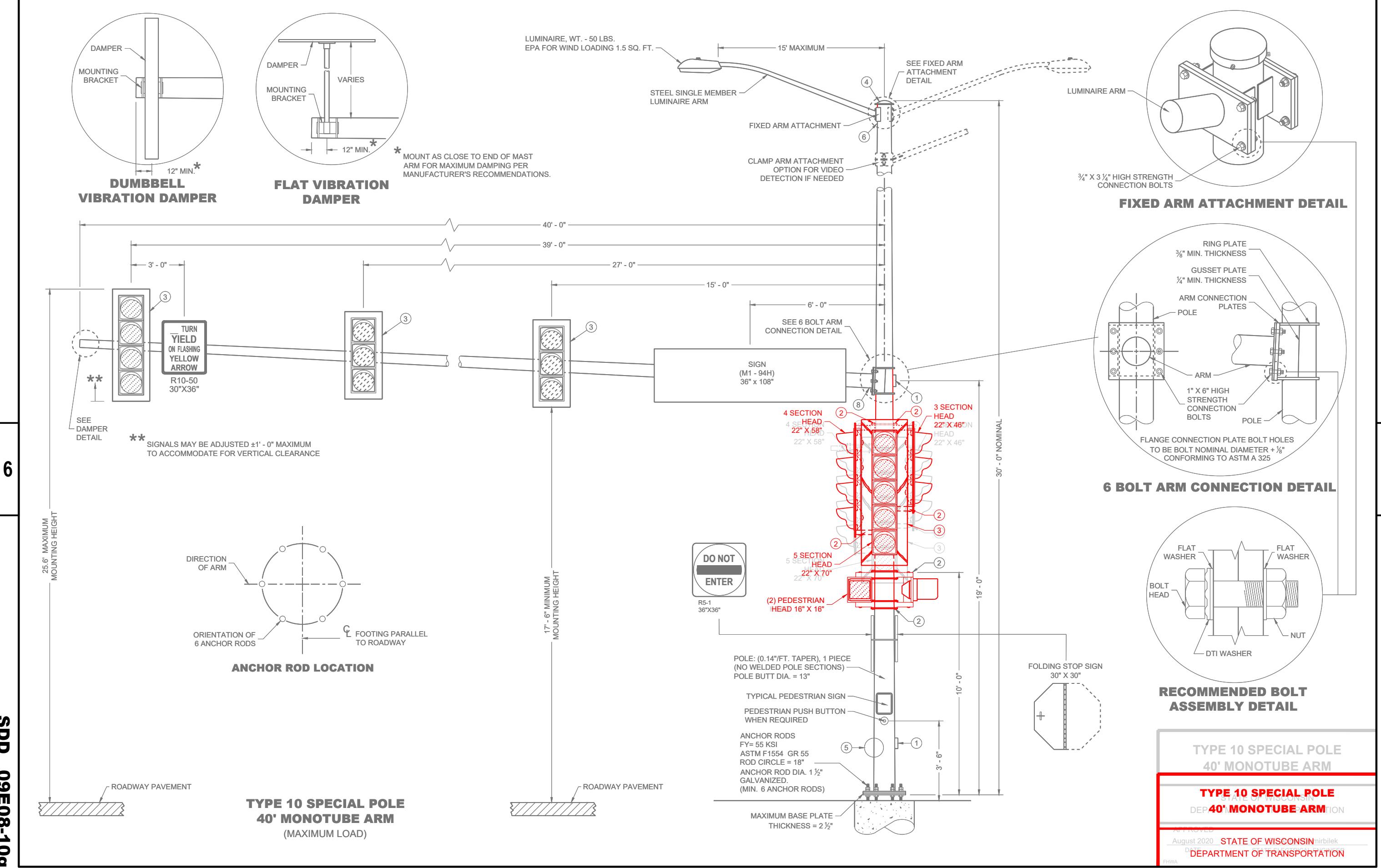
## TYPE 10 POLE 15' - 30 MONOTUBE ARM

**TYPE 10 POLE  
STATE OF WISCONSIN  
15'-30 MONOTUBE ARM**

APPROVED  
August 2020 STATE OF WISCONSIN mirbilek  
DEPARTMENT OF TRANSPORTATION

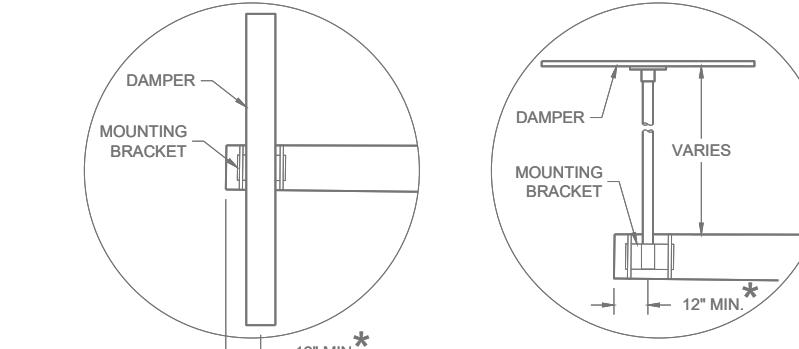


SDD 09E08-10g



SDD 09E08-10h

6

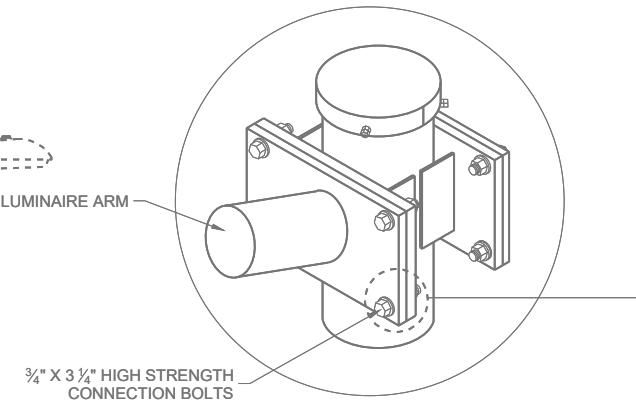
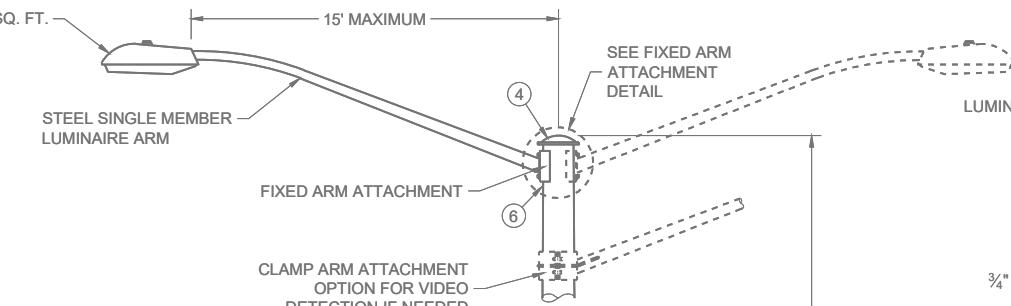


**DUMBBELL VIBRATION DAMPER**

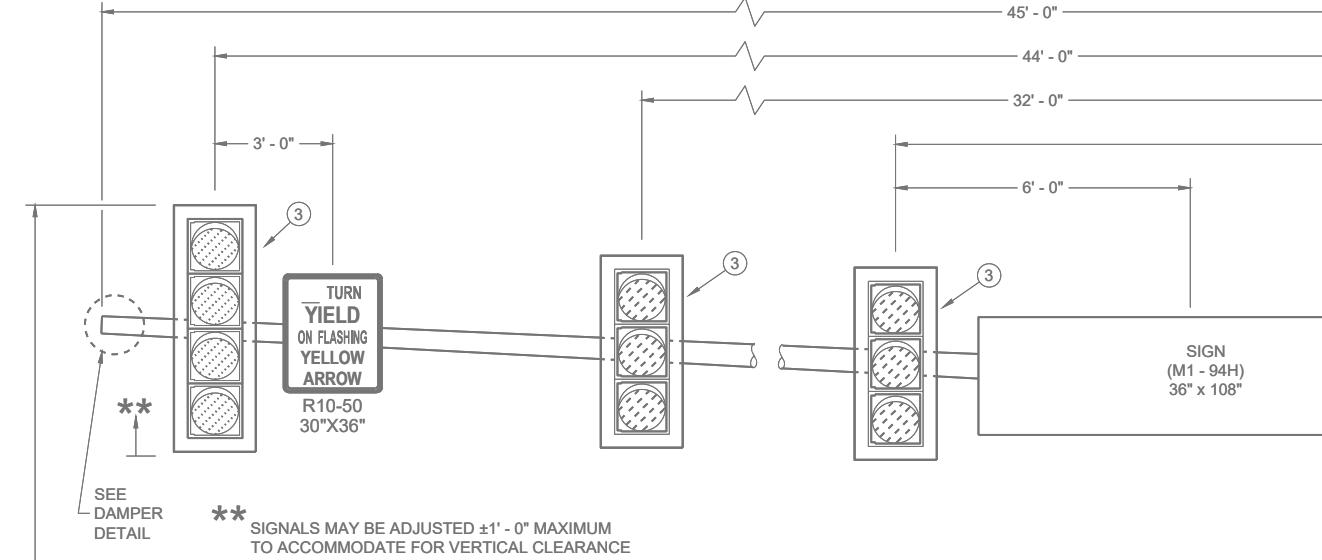
**FLAT VIBRATION DAMPER**

\* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

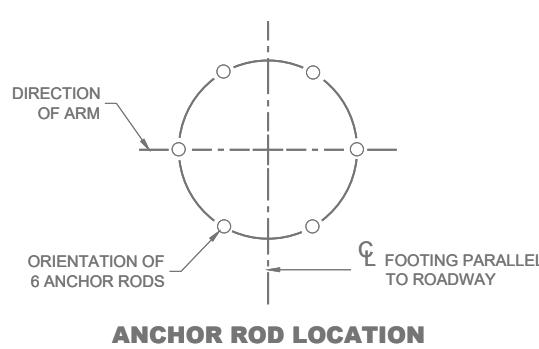
LUMINAIRE, WT. - 50 LBS.  
EPA FOR WIND LOADING 1.5 SQ. FT.



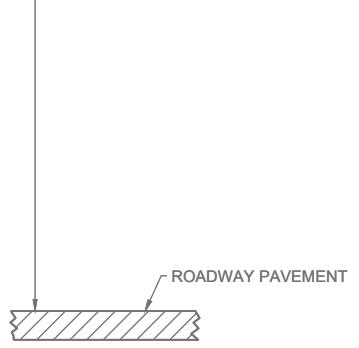
**FIXED ARM ATTACHMENT DETAIL**



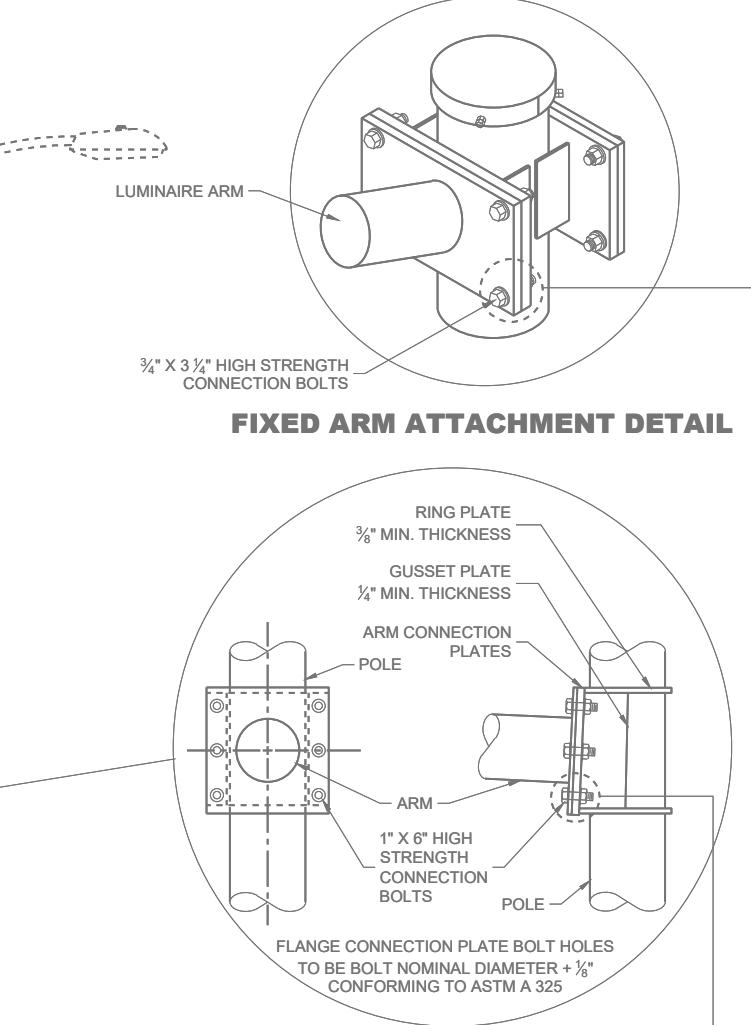
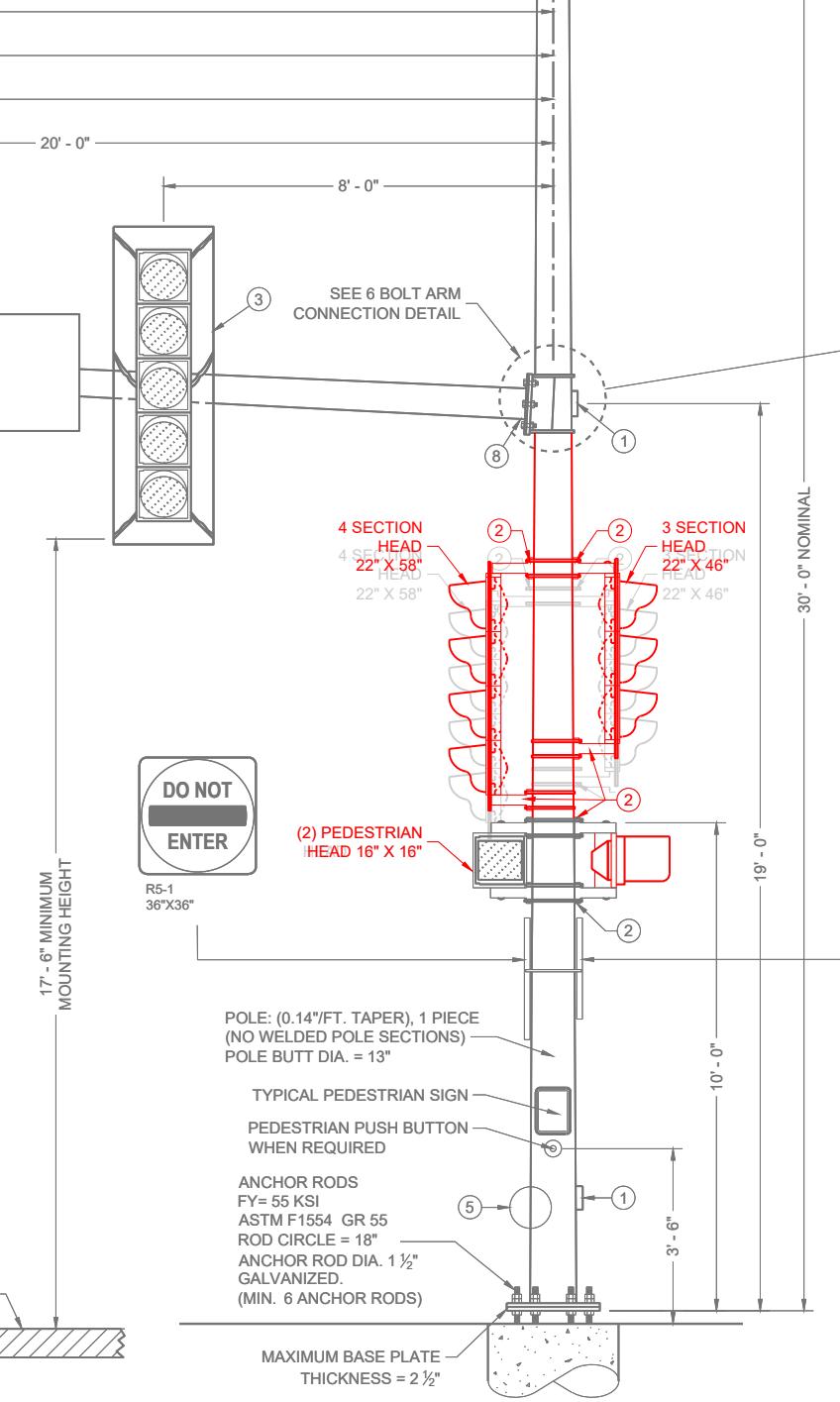
\*\* SIGNALS MAY BE ADJUSTED  $\pm 1' - 0''$  MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



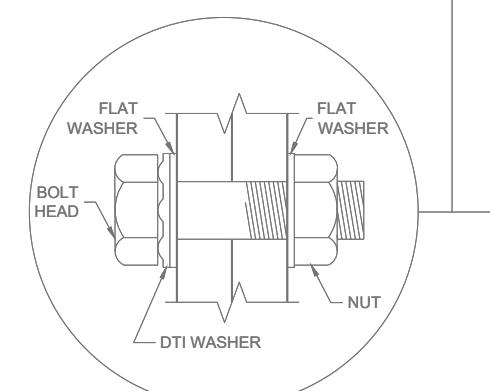
**ANCHOR ROD LOCATION**



**TYPE 10 SPECIAL POLE  
45' MONOTUBE ARM  
(MAXIMUM LOAD)**



**6 BOLT ARM CONNECTION DETAIL**



**RECOMMENDED BOLT ASSEMBLY DETAIL**

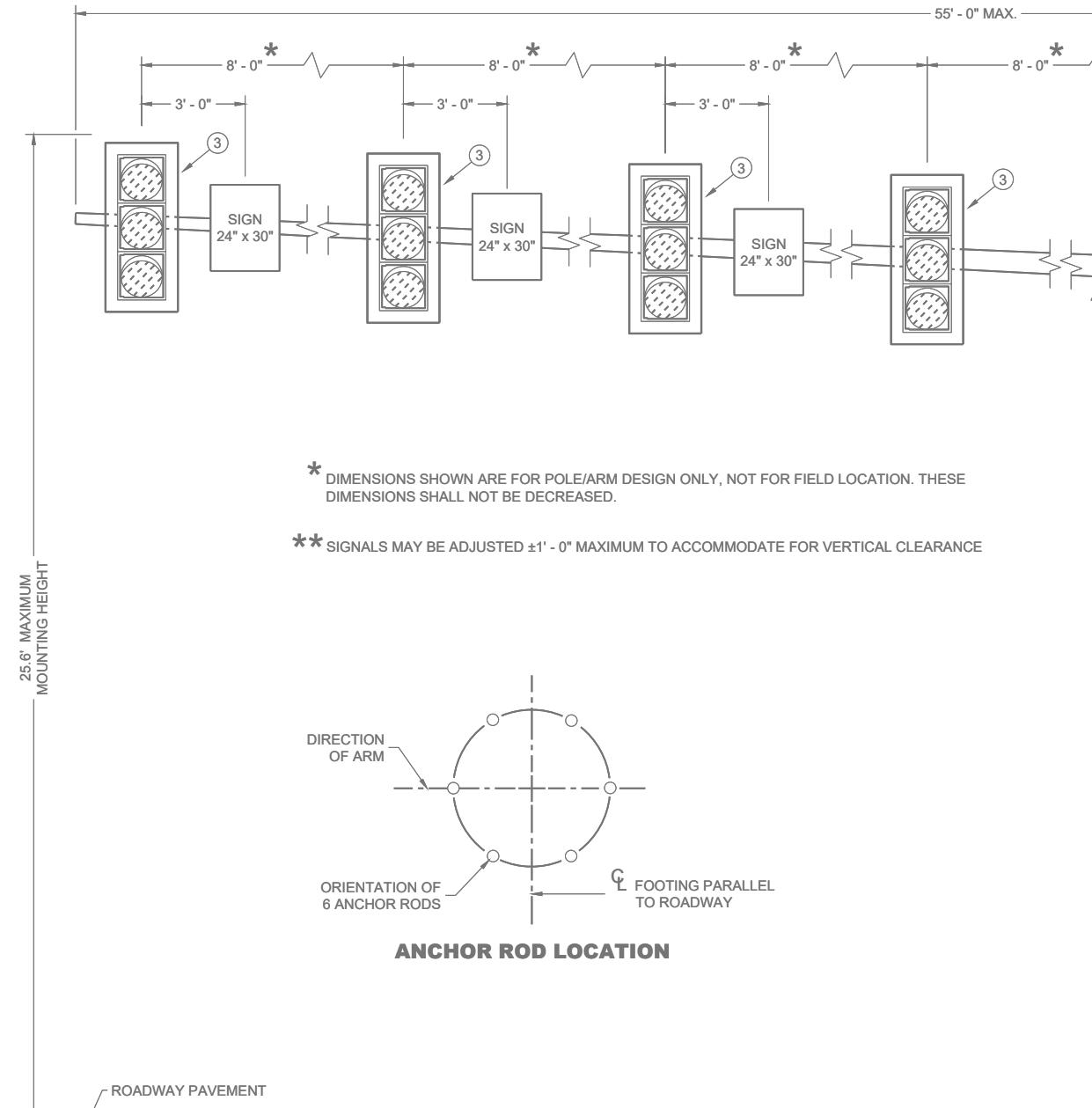
**TYPE 10 SPECIAL POLE  
45' MONTUBE ARM**

**TYPE 10 SPECIAL POLE  
45' MONOTUBE ARM**

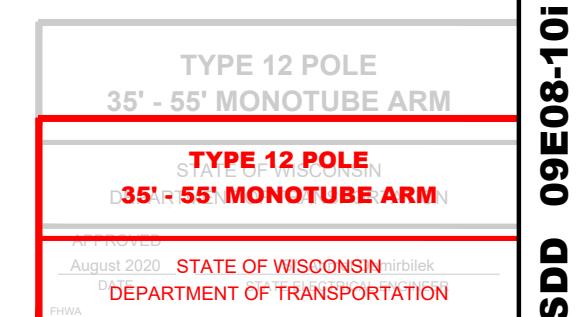
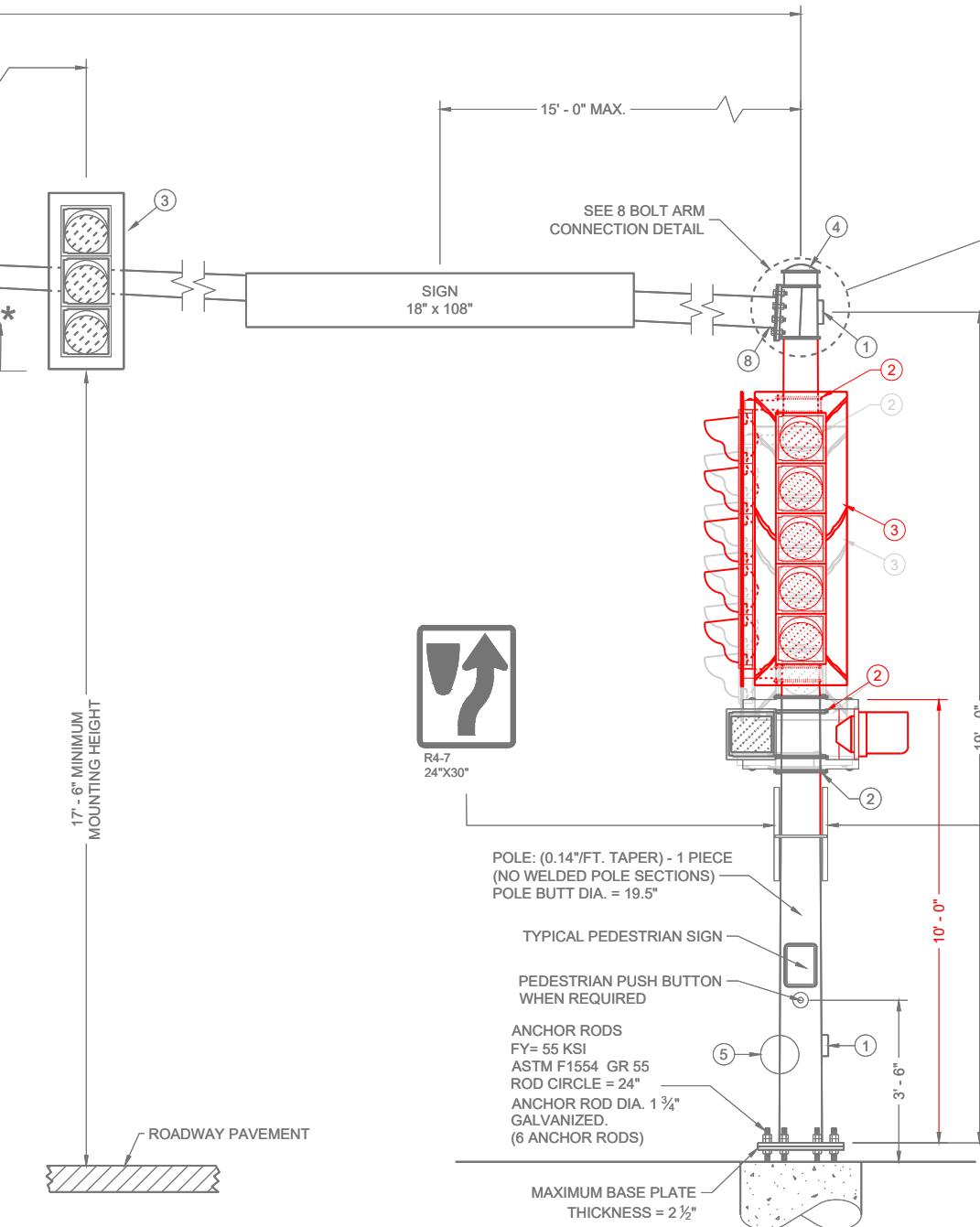
APPROVED  
August 2020 STATE OF WISCONSIN  
FHWA  
DEPARTMENT OF TRANSPORTATION

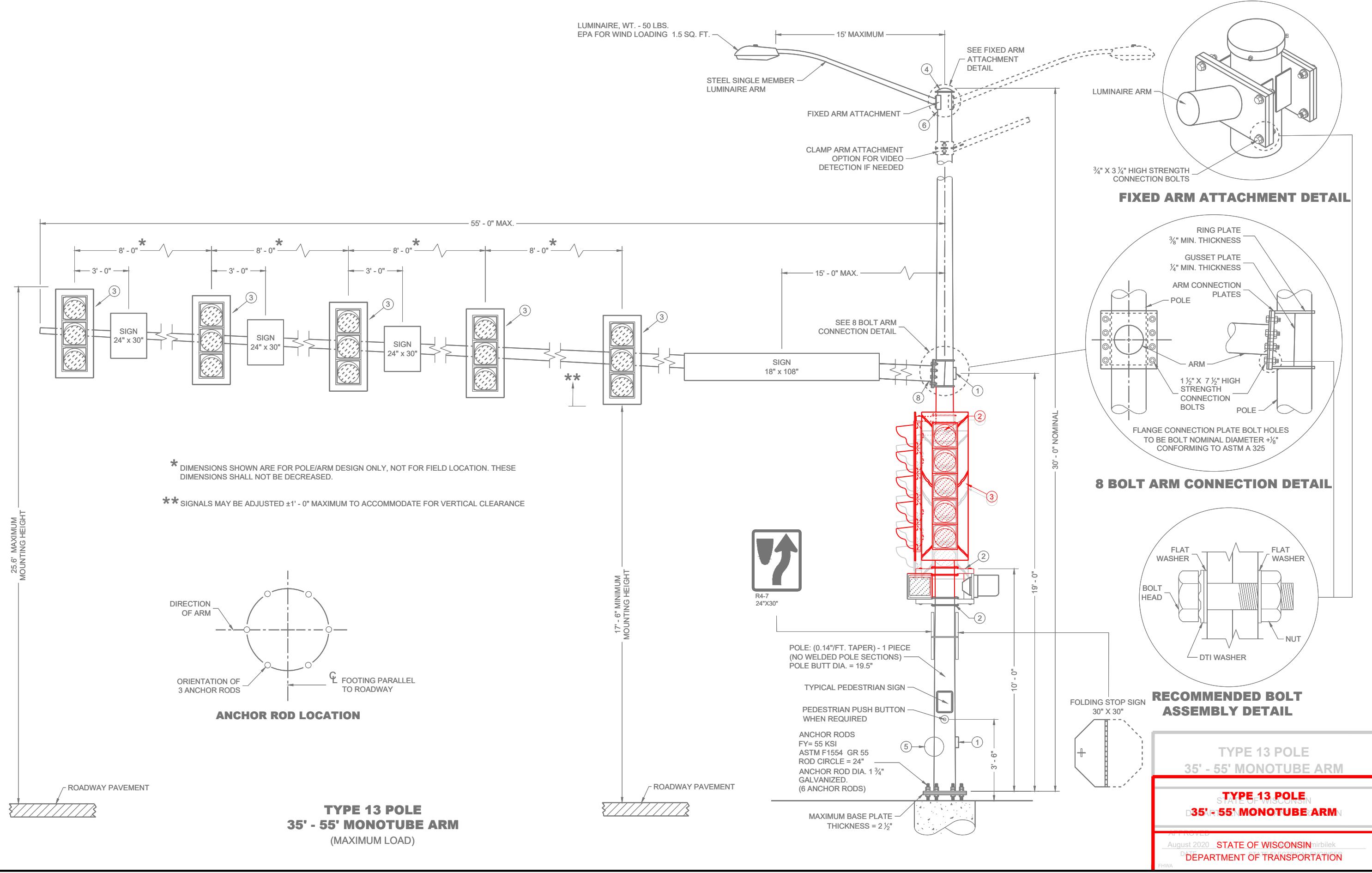
SDD 09E08-10h

6



**TYPE 12 POLE**  
**35' - 55' MONOTUBE ARM**  
(MAXIMUM LOAD)





## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH  $\frac{3}{4}$ " STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL  $\frac{1}{2}$ " HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURER'S NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

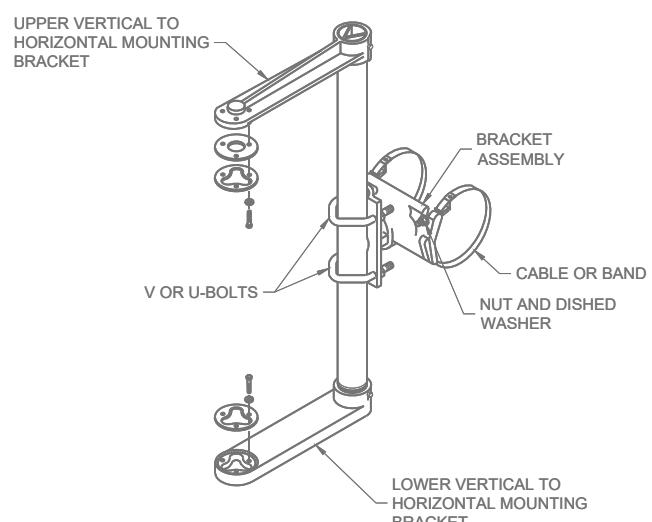
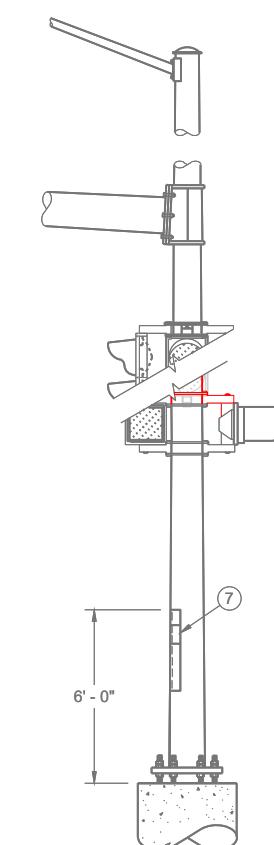
- ① DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO  $\frac{1}{4}$ " X  $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.
- ② SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).
- ③ SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.
- ④ THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.
- ⑤ FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR  $\frac{1}{4}$ " X  $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL HEX HEAD BOLT.
- ⑥ FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.
- ⑦ INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

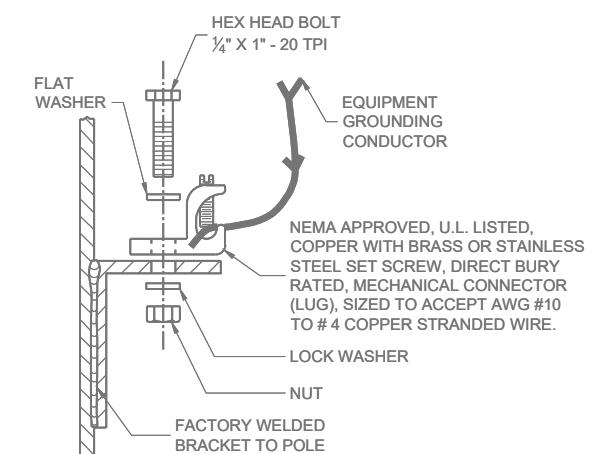
- ⑧ FACTORY DRILLED  $\frac{1}{2}$ " DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

## STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



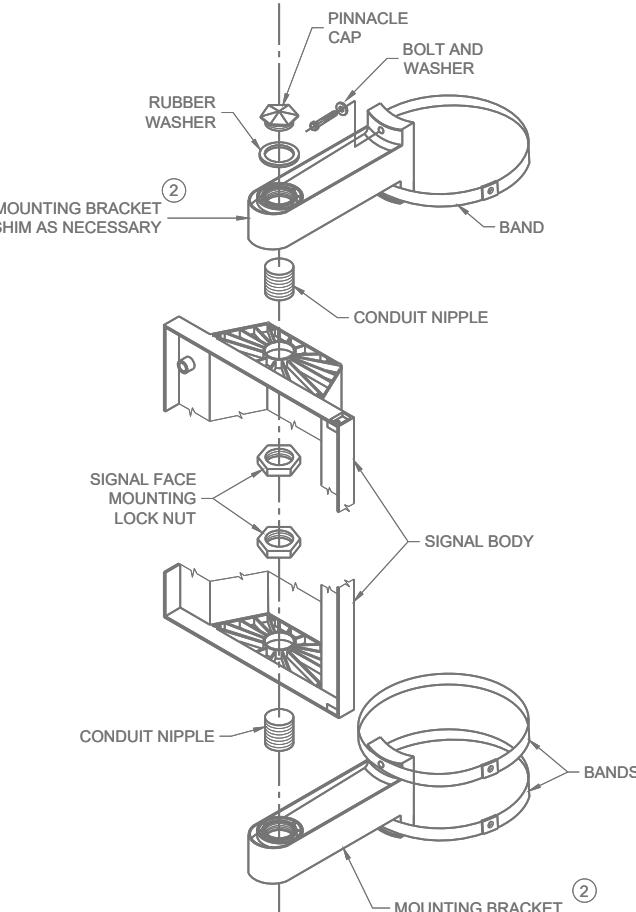
## SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

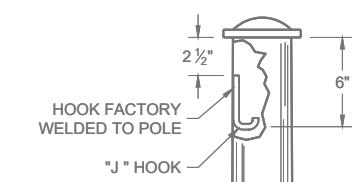


## TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



## SIGNAL FACE VERTICAL MOUNTING DETAIL

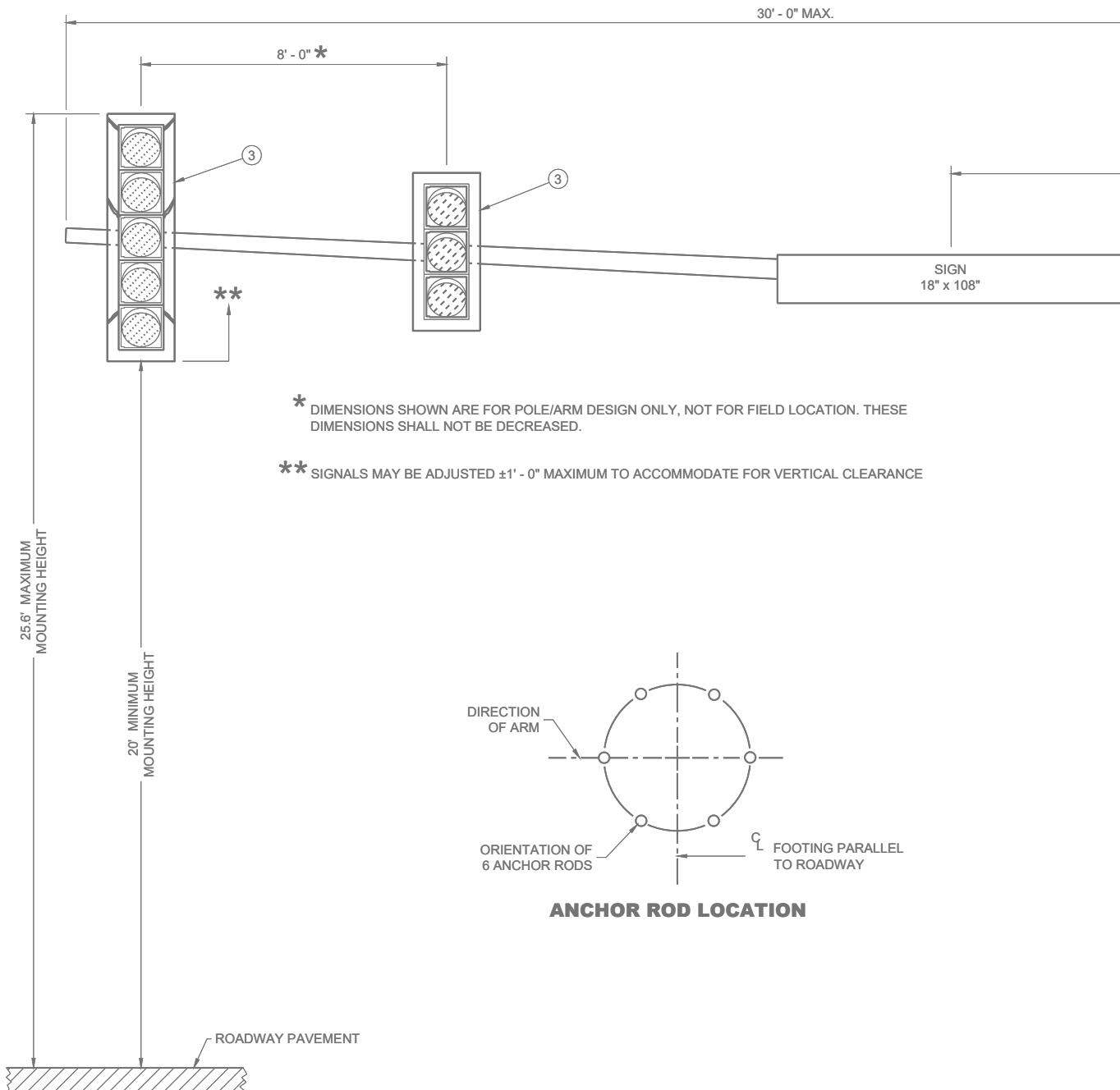


## TYPICAL "J" HOOK WIRE SUPPORT

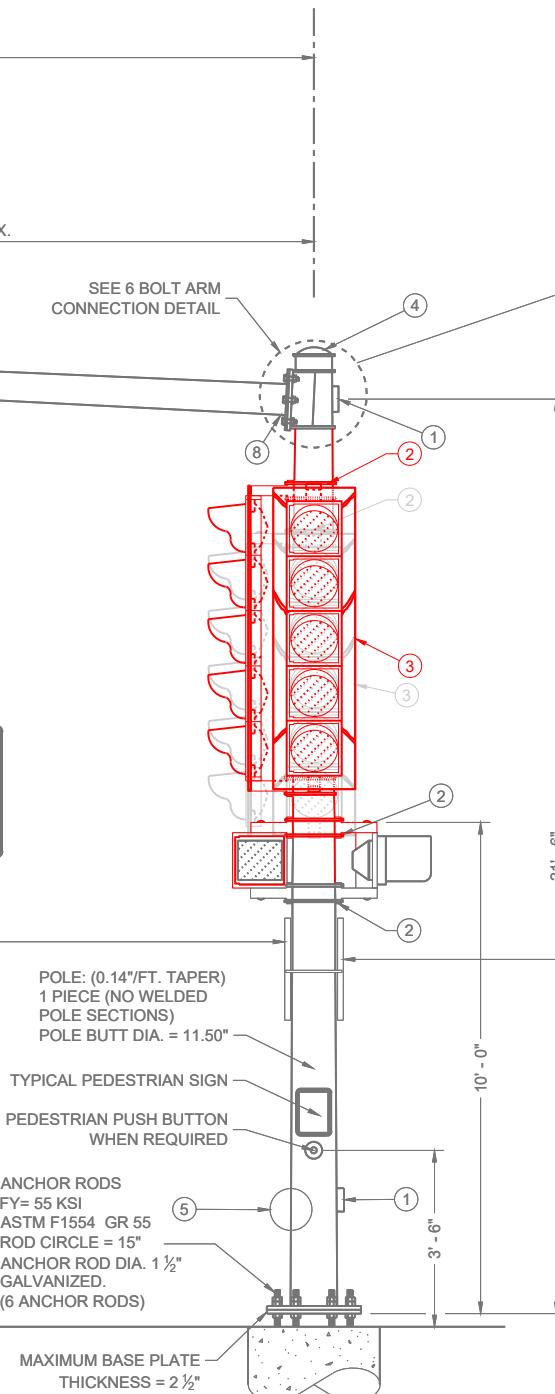
## GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

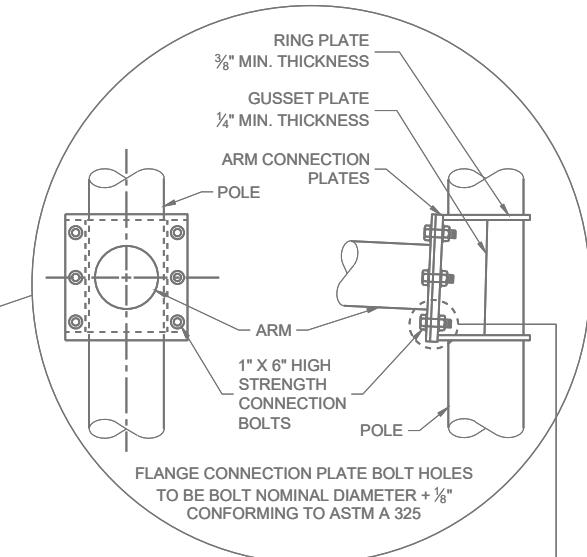
APPROVED  
February 2026  
DATE  
/S/ Ahmet Demirbilek  
FHWA  
STATE ELECTRICAL ENGINEER



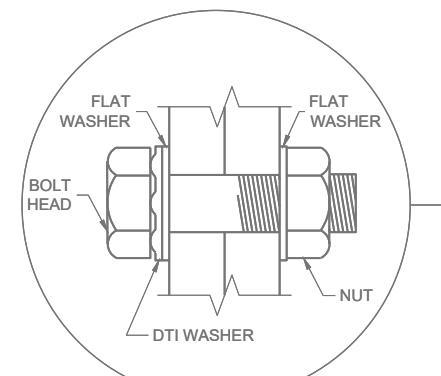
**OVER HEIGHT TYPE 9 POLE  
15' - 30' MONOTUBE ARM**  
(MAXIMUM LOAD)



SEE 6 BOLT ARM  
CONNECTION DETAIL



**6 BOLT  
CONNECTION DETAIL**



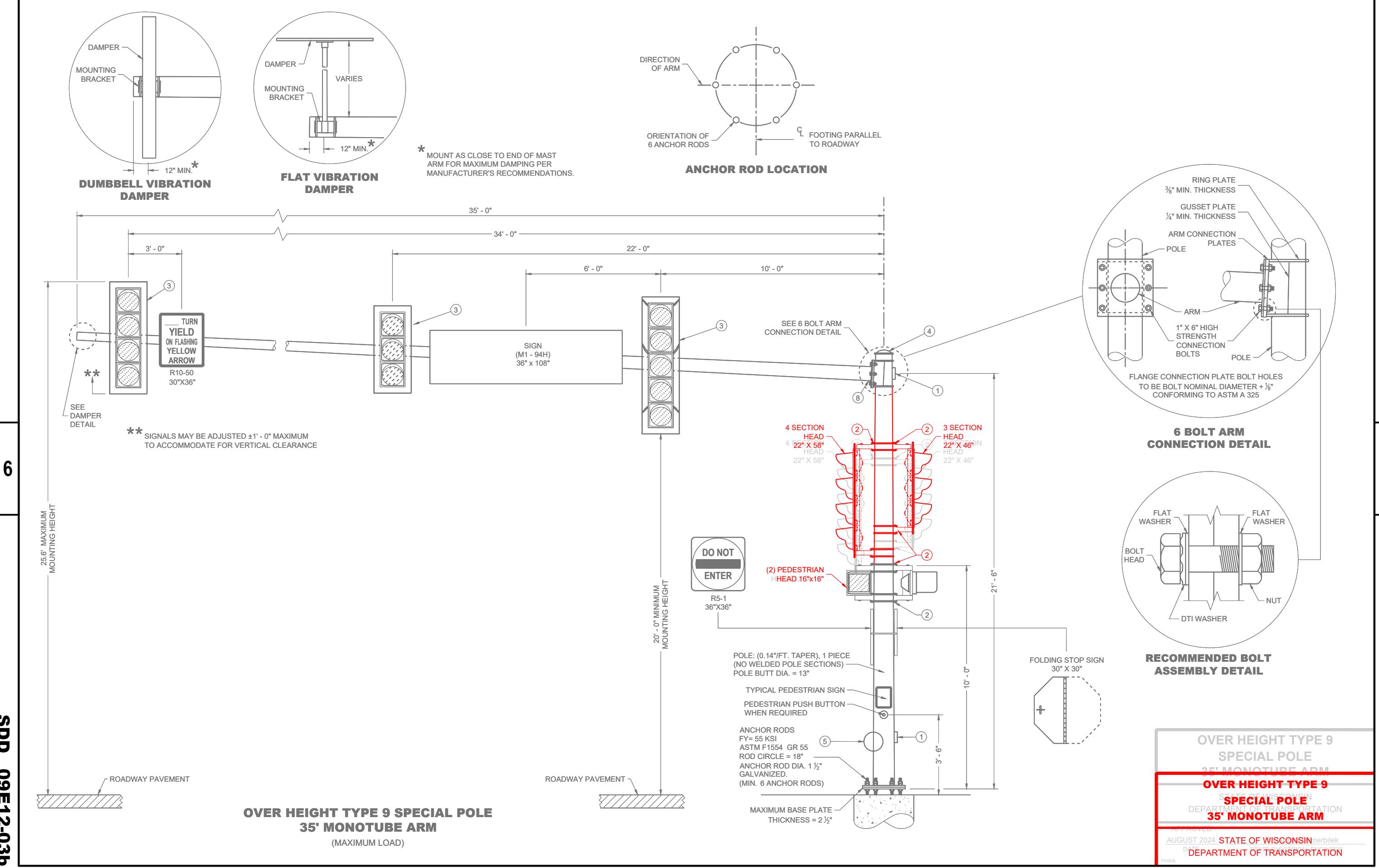
**RECOMMENDED BOLT  
ASSEMBLY DETAIL**

**OVER HEIGHT TYPE 9 POLE  
15' - 30' MONOTUBE ARM**

**OVER HEIGHT TYPE 9 POLE  
15' - 30' MONOTUBE ARM**

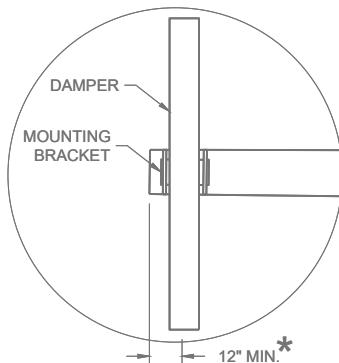
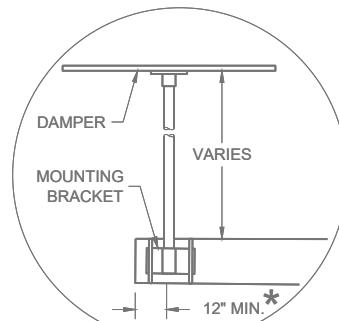
APPROVED  
AUGUST 2024 STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
FHWA

SDD 09E12-03b

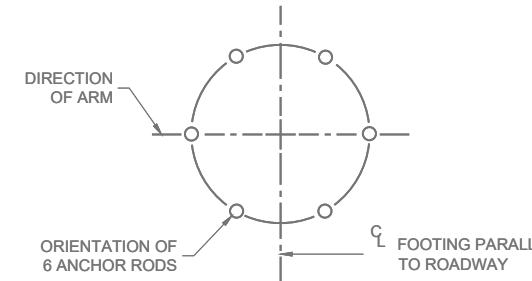
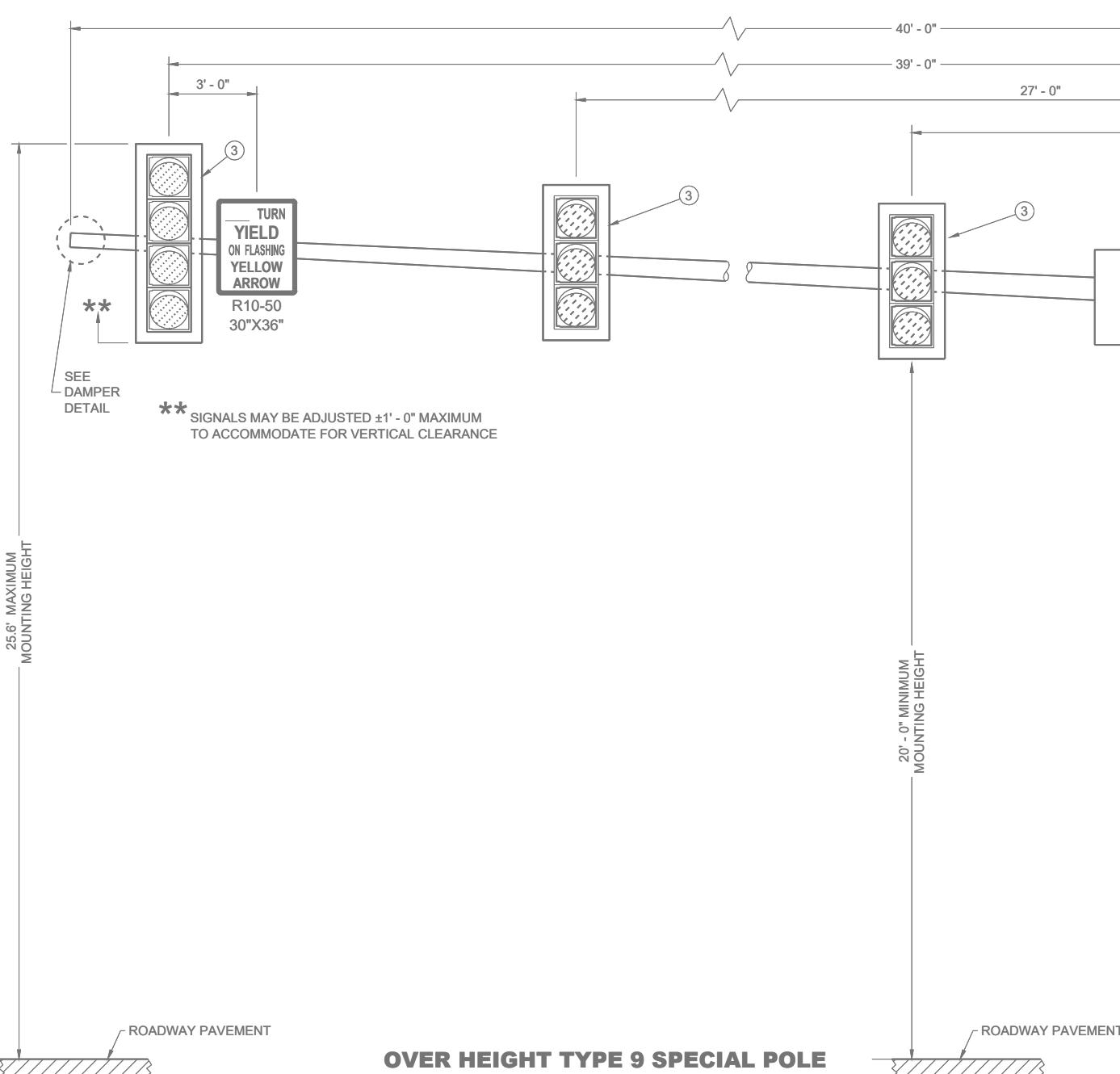


SDD 09E12-03C

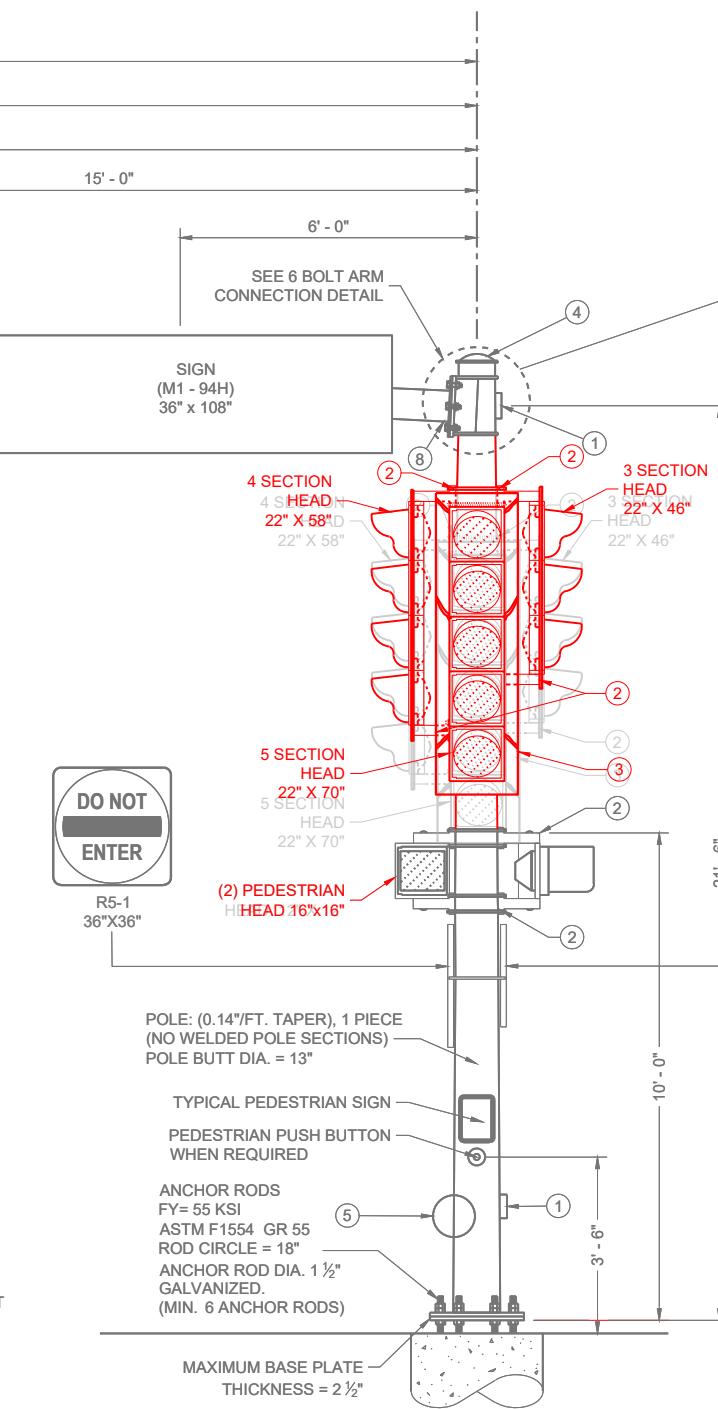
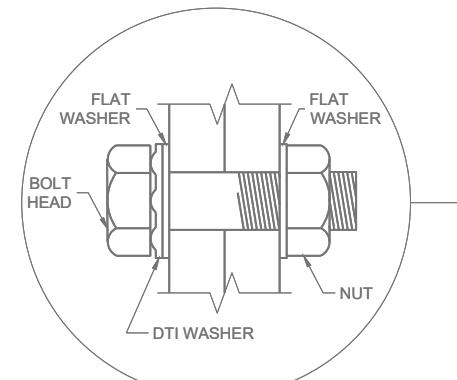
6

**DUMBBELL VIBRATION DAMPER****FLAT VIBRATION DAMPER**

\* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

**ANCHOR ROD LOCATION****OVER HEIGHT TYPE 9 SPECIAL POLE****40' MONOTUBE ARM**

(MAXIMUM LOAD)

**6 BOLT ARM CONNECTION DETAIL****RECOMMENDED BOLT ASSEMBLY DETAIL**

**OVER HEIGHT TYPE 9  
SPECIAL POLE  
40' MONOTUBE ARM**

**OVER HEIGHT TYPE 9  
SPECIAL POLE  
40' MONOTUBE ARM**

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

FHWA

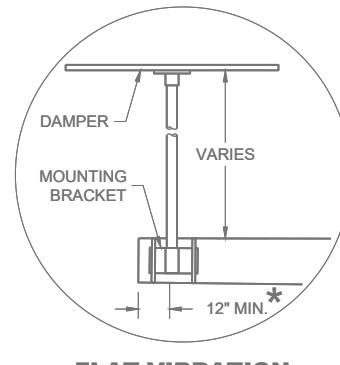
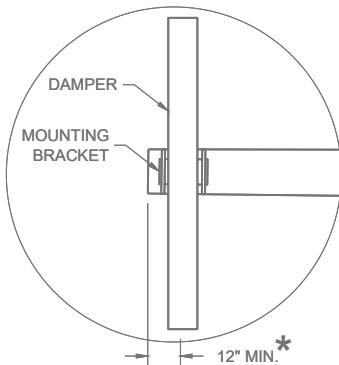
APPROVED

AUGUST 2024 STATE OF WISCONSIN

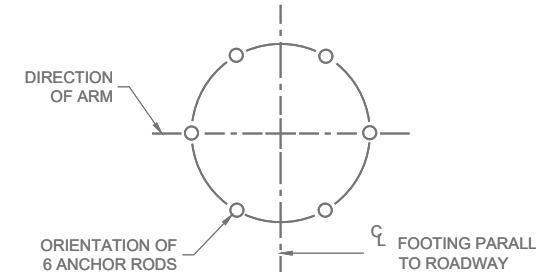
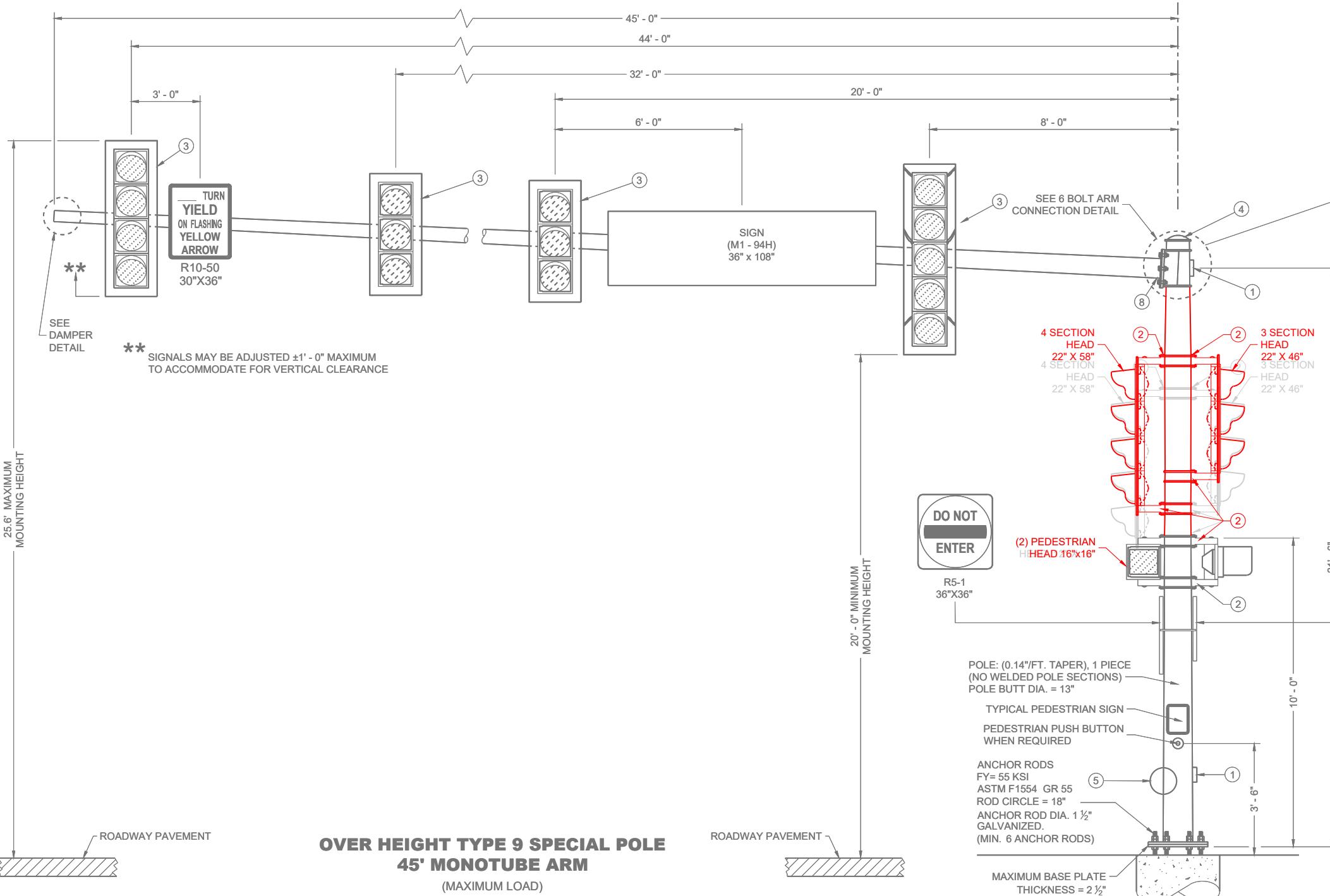
DEPARTMENT OF TRANSPORTATION

FHWA

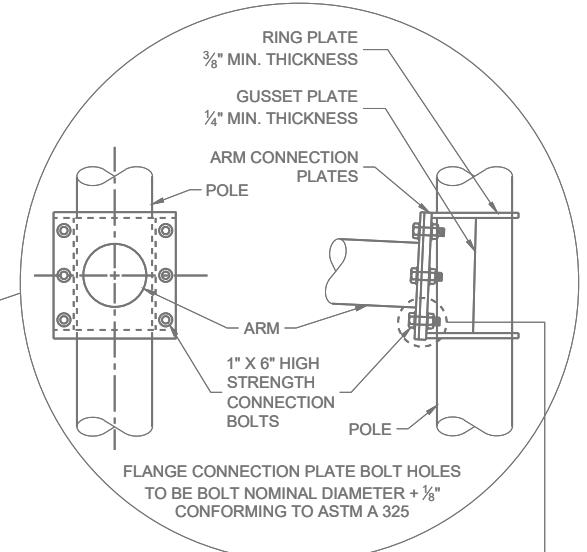
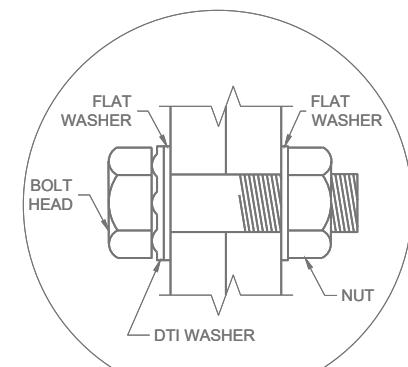
SDD 09E12-03C

**DUMBBELL VIBRATION DAMPER**

\* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

**FLAT VIBRATION DAMPER****ANCHOR ROD LOCATION**

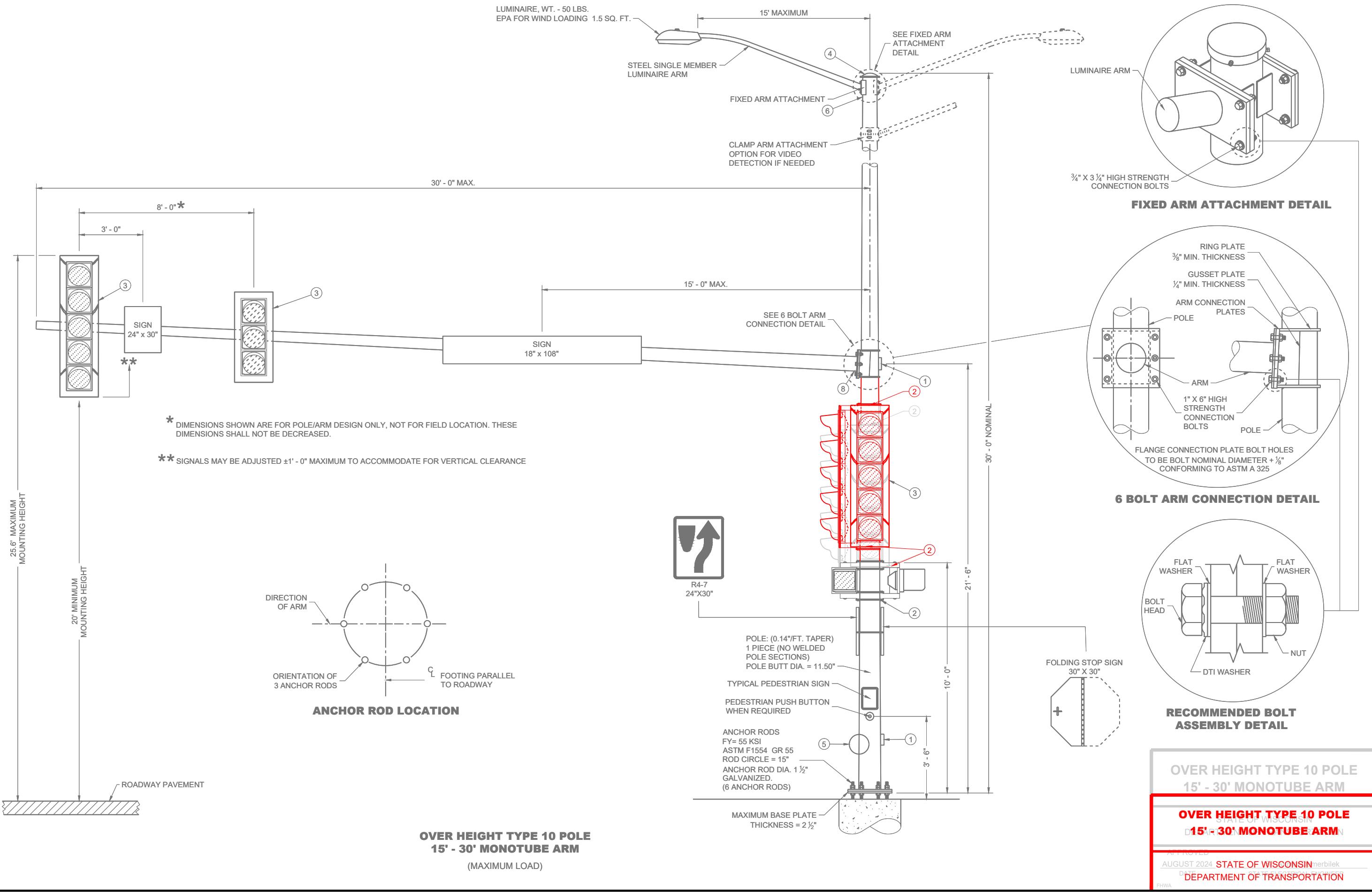
**OVER HEIGHT TYPE 9 SPECIAL POLE  
45' MONOTUBE ARM**  
(MAXIMUM LOAD)

**6 BOLT ARM CONNECTION DETAIL****RECOMMENDED BOLT ASSEMBLY DETAIL**

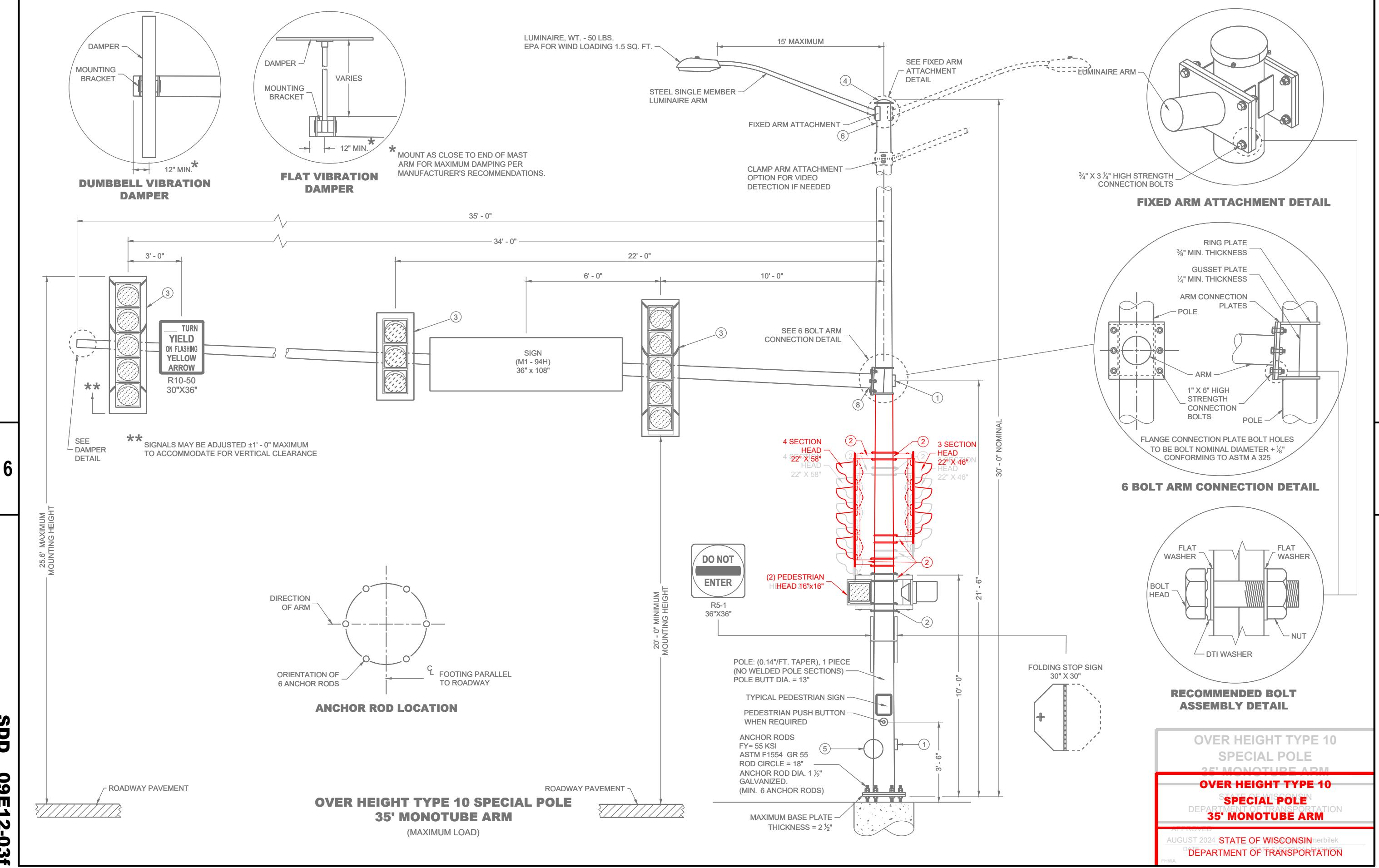
**OVER HEIGHT TYPE 9  
SPECIAL POLE  
45' MONOTUBE ARM**

**OVER HEIGHT TYPE 9  
SPECIAL POLE  
45' MONOTUBE ARM**

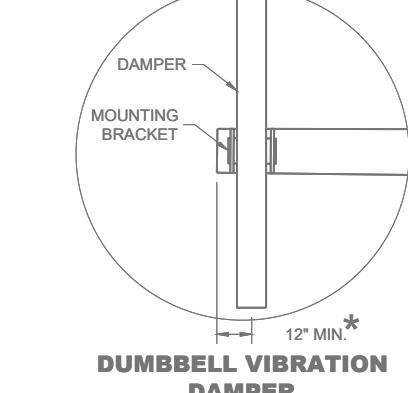
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
APPROVED  
AUGUST 2024 STATE OF WISCONSIN  
FHWA



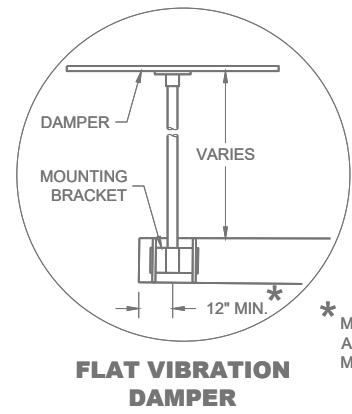
SDD 09E12-03f



**OVER HEIGHT TYPE 10 SPECIAL POLE  
40' MONOTUBE ARM**  
(MAXIMUM LOAD)

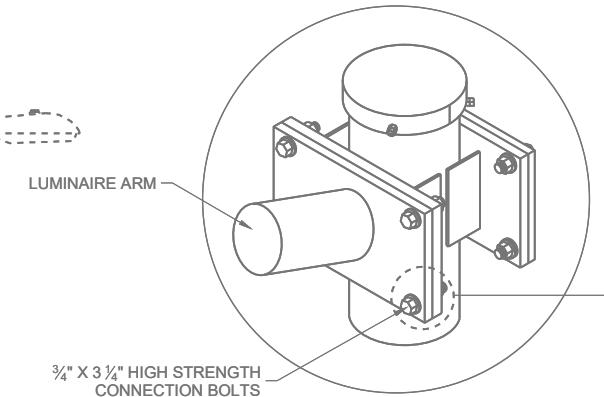
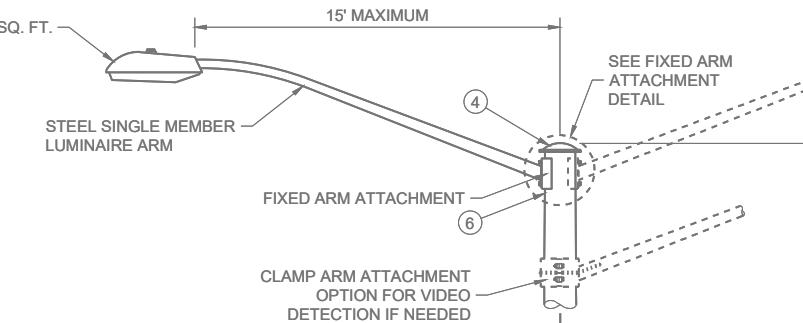


**DUMBBELL VIBRATION DAMPER**

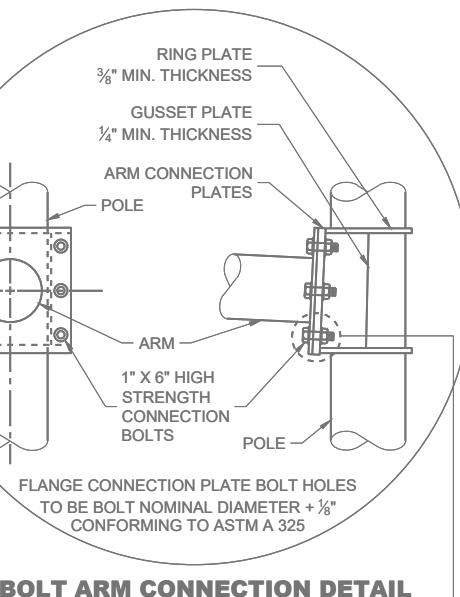
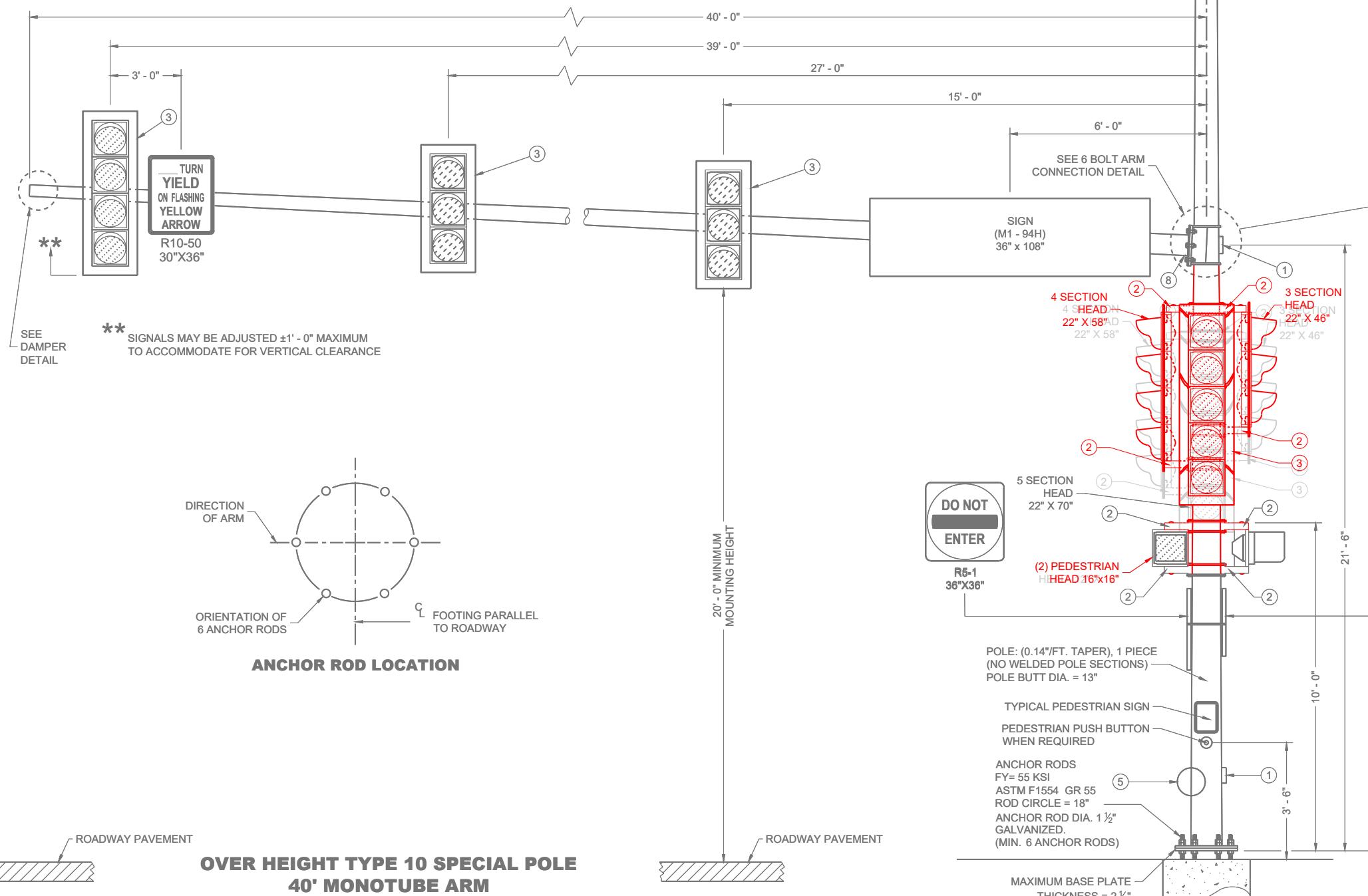


**FLAT VIBRATION DAMPER**

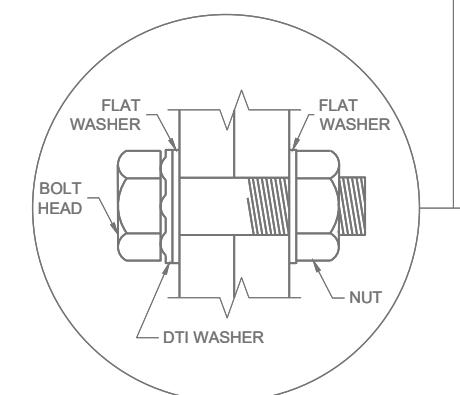
LUMINAIRE, WT. - 50 LBS.  
EPA FOR WIND LOADING 1.5 SQ. FT.



**FIXED ARM ATTACHMENT DETAIL**



**6 BOLT ARM CONNECTION DETAIL**



**RECOMMENDED BOLT ASSEMBLY DETAIL**

**OVER HEIGHT TYPE 10  
SPECIAL POLE  
40' MONOTUBE ARM**

**OVER HEIGHT TYPE 10  
SPECIAL POLE**

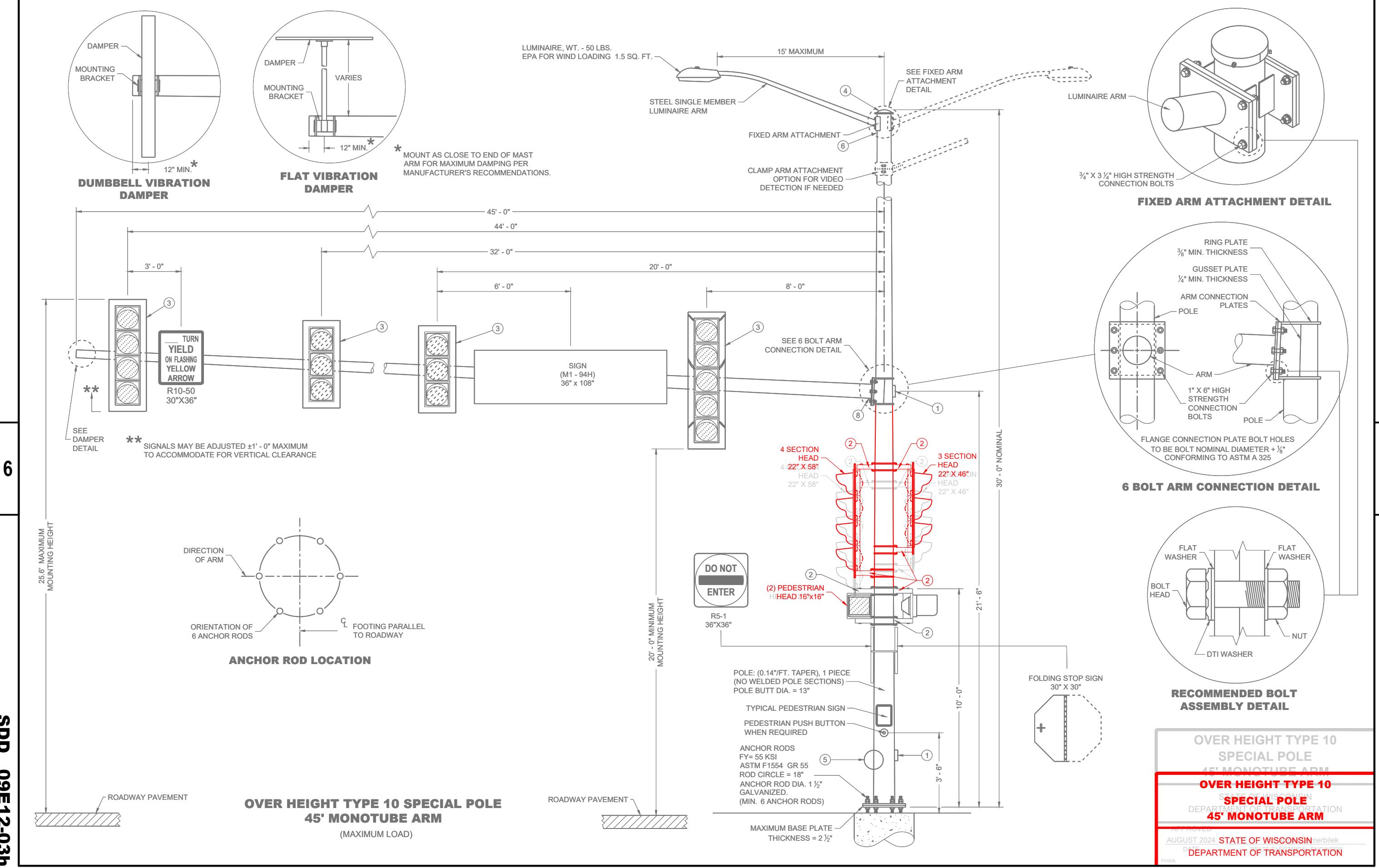
**40' MONOTUBE ARM**

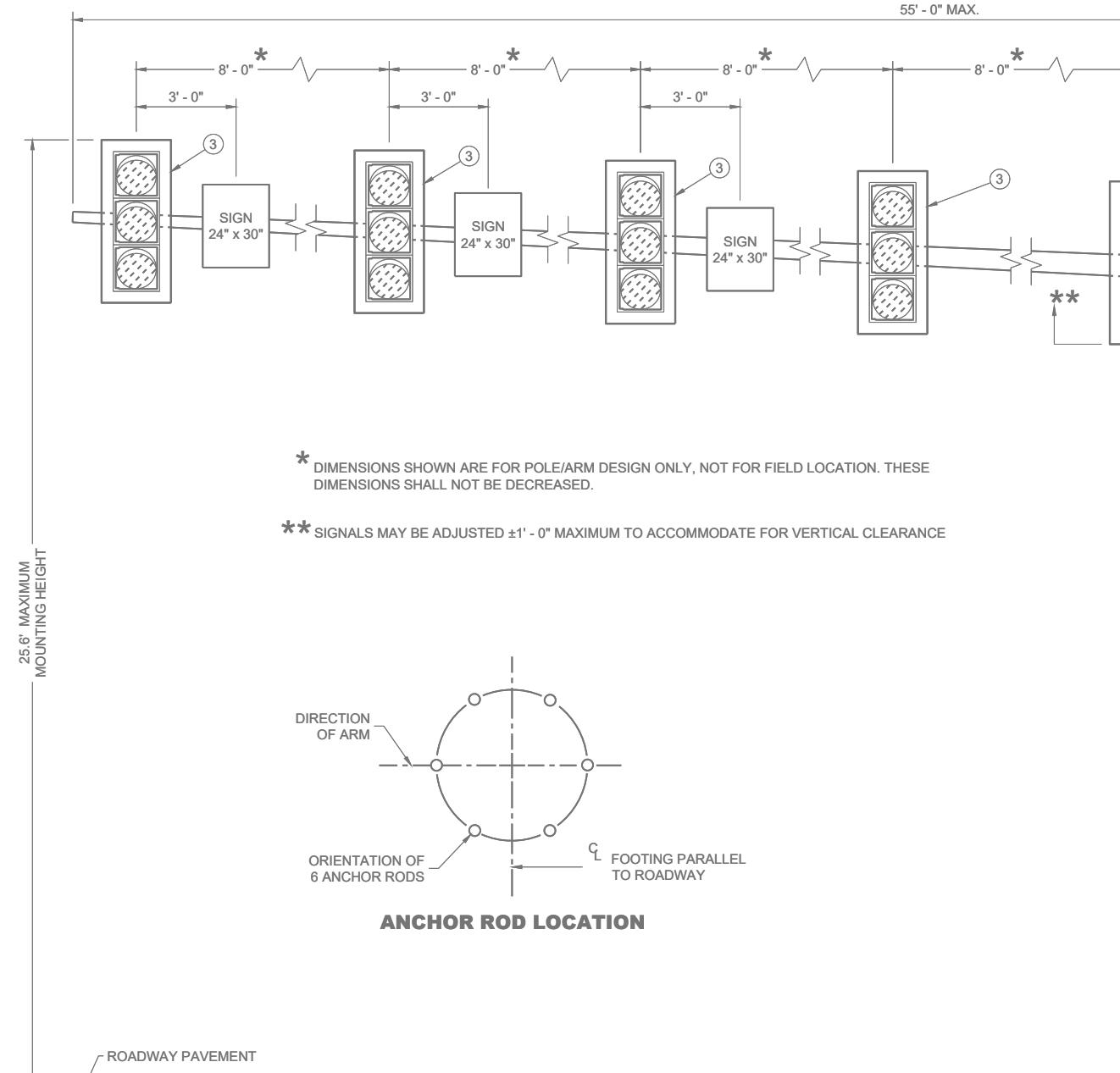
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
AUGUST 2024 STATE OF WISCONSIN  
FHWA

DEPARTMENT OF TRANSPORTATION

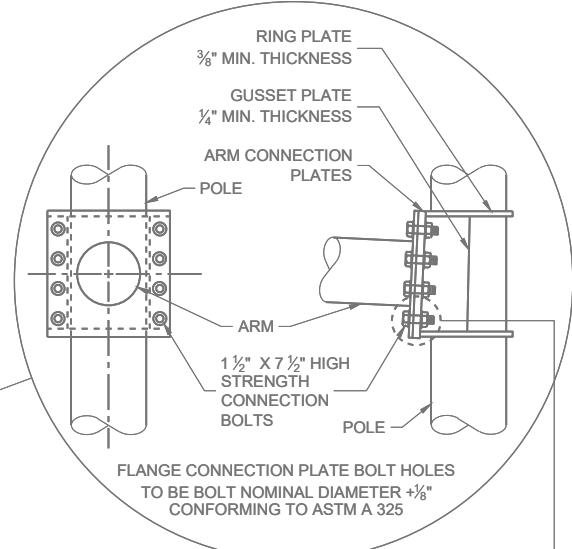
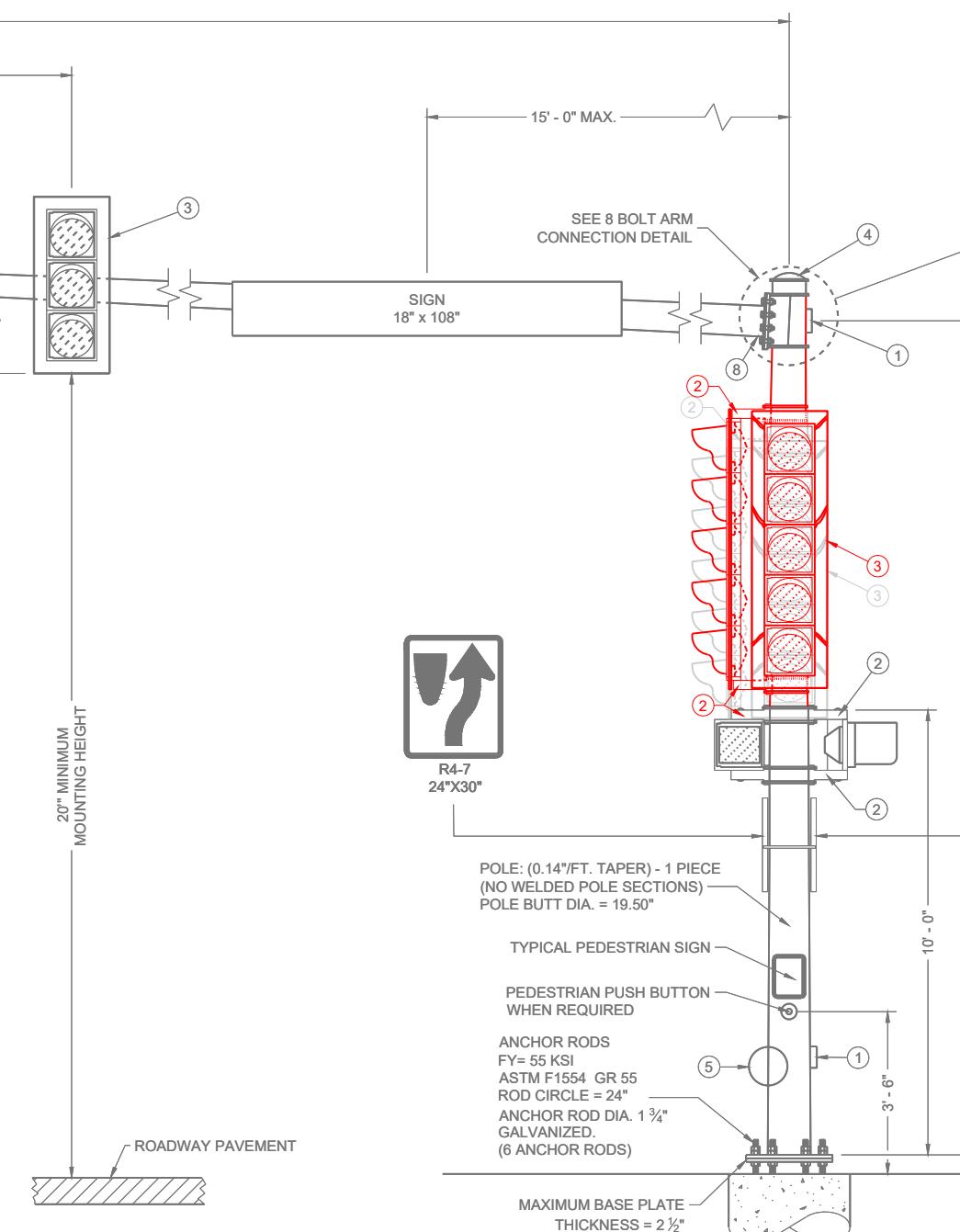
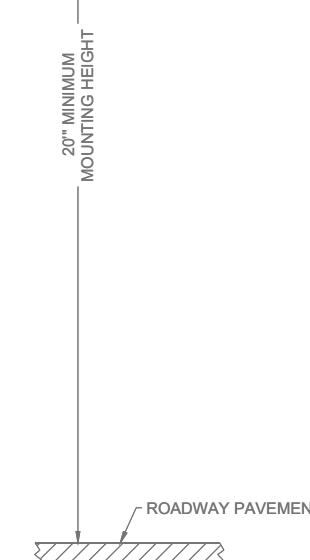
FHWA



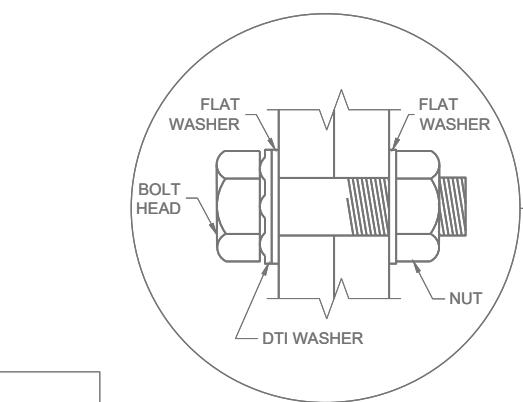


**OVER HEIGHT TYPE 12 POLE  
35'- 55' MONOTUBE ARM**  
(MAXIMUM LOAD)

\* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.  
\*\* SIGNALS MAY BE ADJUSTED  $\pm 1'$  - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



**8 BOLT ARM  
CONNECTION DETAIL**



**RECOMMENDED BOLT  
ASSEMBLY DETAIL**

**OVER HEIGHT TYPE 12 POLE  
35'- 55' MONOTUBE ARM**

**OVER HEIGHT TYPE 12 POLE  
35'- 55' MONOTUBE ARM**

APPROVED  
AUGUST 2024 STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
FHWA



**GENERAL NOTES**

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

OVER HEIGHT POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

OVER HEIGHT POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT

OVER HEIGHT POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3%  $\pm$  RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF OVER HEIGHT TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF OVER HEIGHT TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF OVER HEIGHT TYPE 12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH  $\frac{3}{4}$ " STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL  $\frac{1}{2}$ " HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

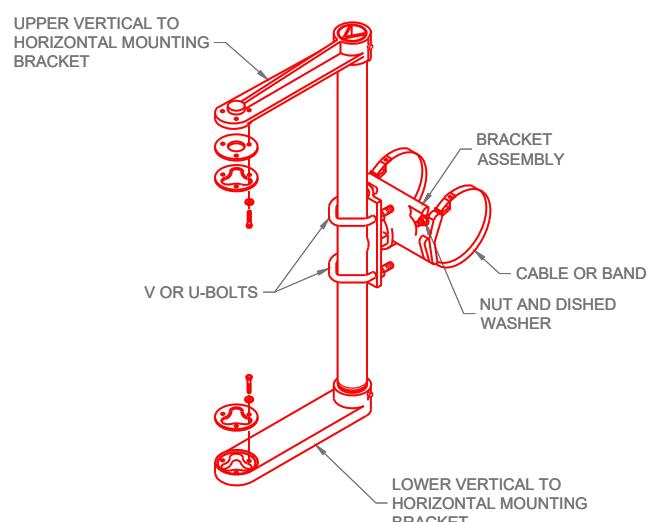
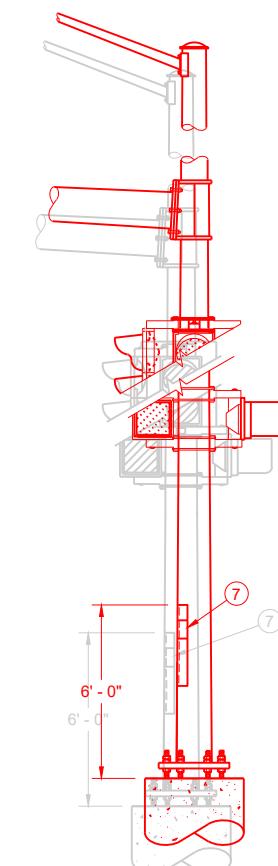
SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

- ① DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO  $\frac{1}{4}$ " X  $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.
- ② SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).
- ③ SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.
- ④ THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.
- ⑤ FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR  $\frac{1}{4}$ " X  $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL HEX HEAD BOLT.
- ⑥ FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.
- ⑦ INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

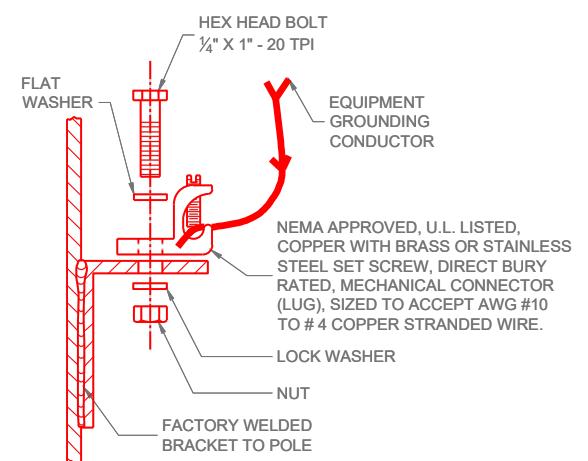
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

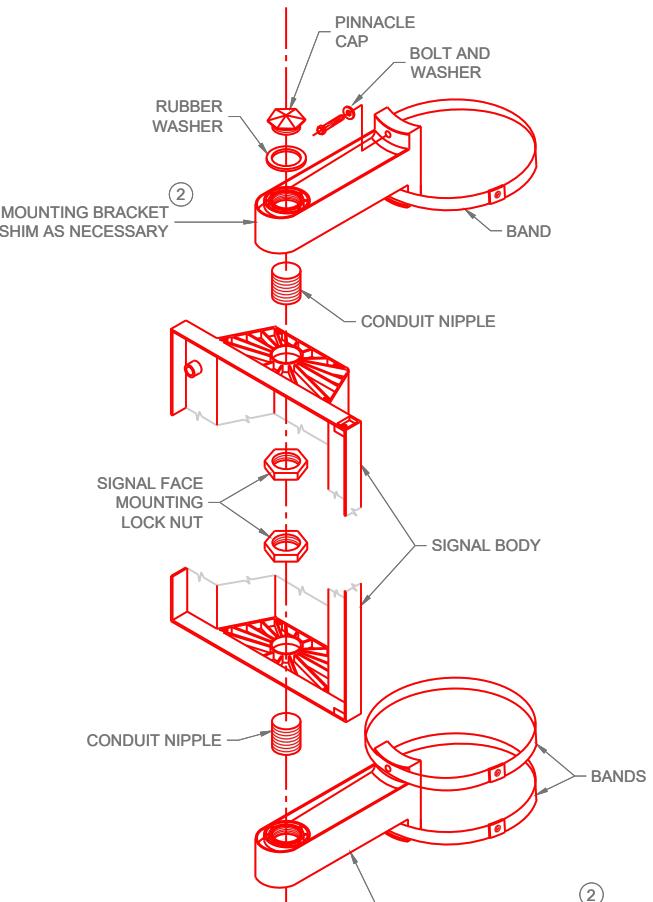
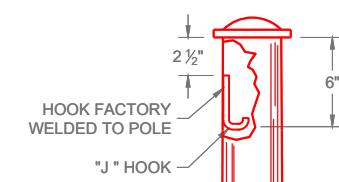
- ⑧ FACTORY DRILLED  $\frac{1}{2}$ " DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

**STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT****SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM**

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

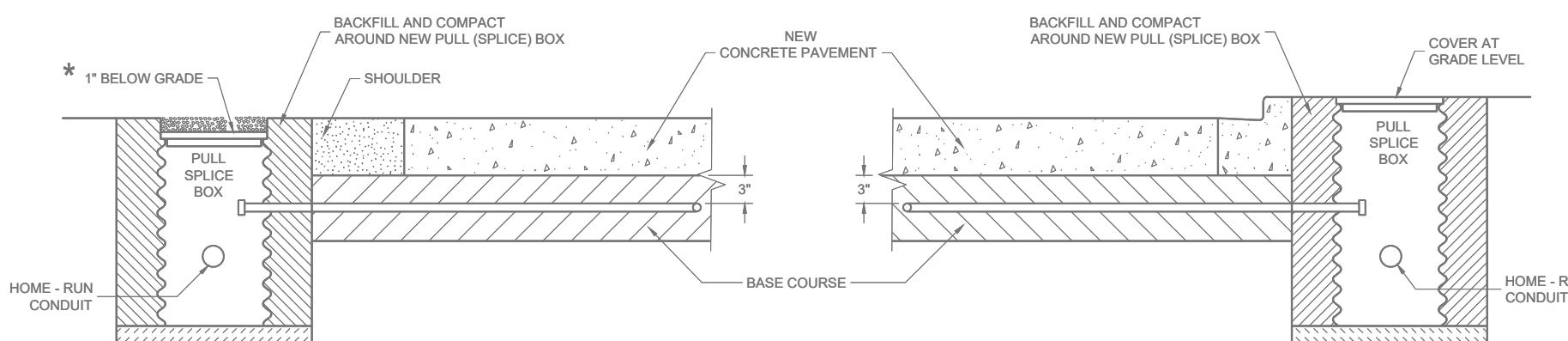
**TYPICAL GROUNDING CONNECTIONS**

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

**SIGNAL FACE VERTICAL MOUNTING DETAIL****TYPICAL "J" HOOK WIRE SUPPORT****GENERAL NOTES AND HARDWARE FOR OVER HEIGHT TYPE 9, 10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

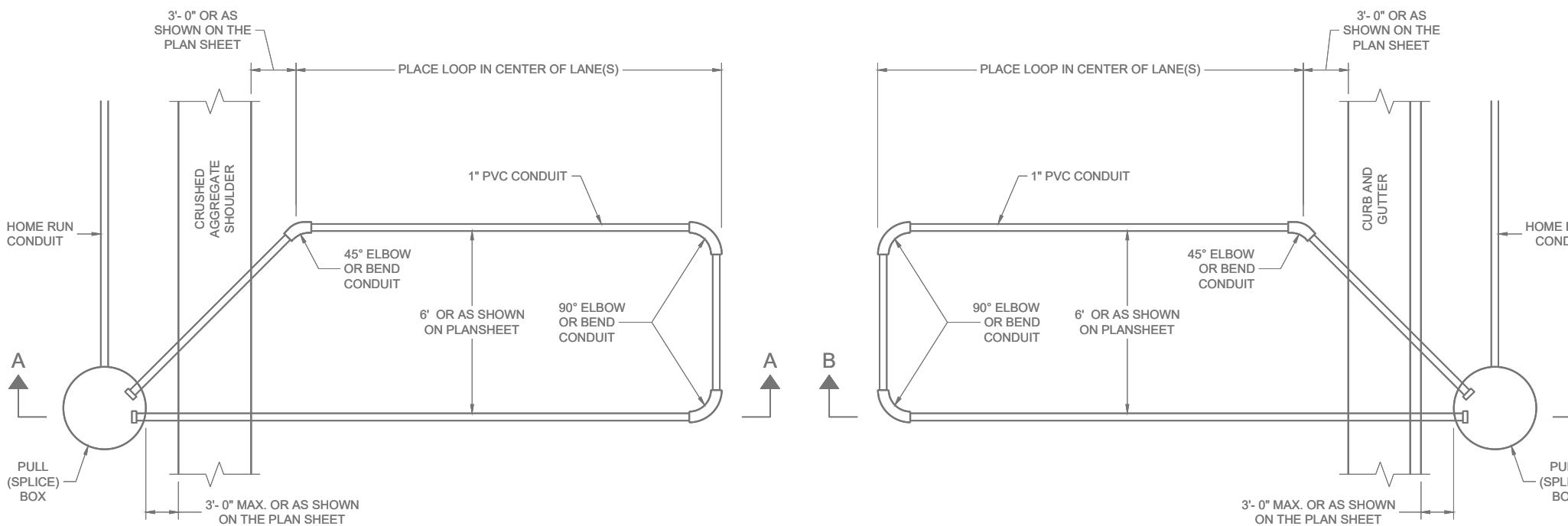
APPROVED  
February 2026  
DATE  
/S/ Ahmet Demirbilek  
FHWA  
STATE ELECTRICAL ENGINEER

SECTION A - A  
NO CURB AND GUTTER

\* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

SECTION B - B  
CURB AND GUTTER

## LOOP DETECTOR INSTALLATION DETAIL

TYPICAL PLAN LOOP DETECTOR  
WITH 18" OR 24" PULL (SPLICE) BOX

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPlices shall be installed by using cast in place splice kits listed on the departments approved products list or an engineer approved equal. Non-insulated butt splices to fit #12 AWG stranded wire shall be used. Splices shall be soldered and insulated from each other as per instructions included in the splice kit.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE IN THE ROADSIDE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPlices of loop wire to lead-in cable shall be made only in pull (splice) boxes at the side of the road.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPliced, CONTINUOUS LENGTH.

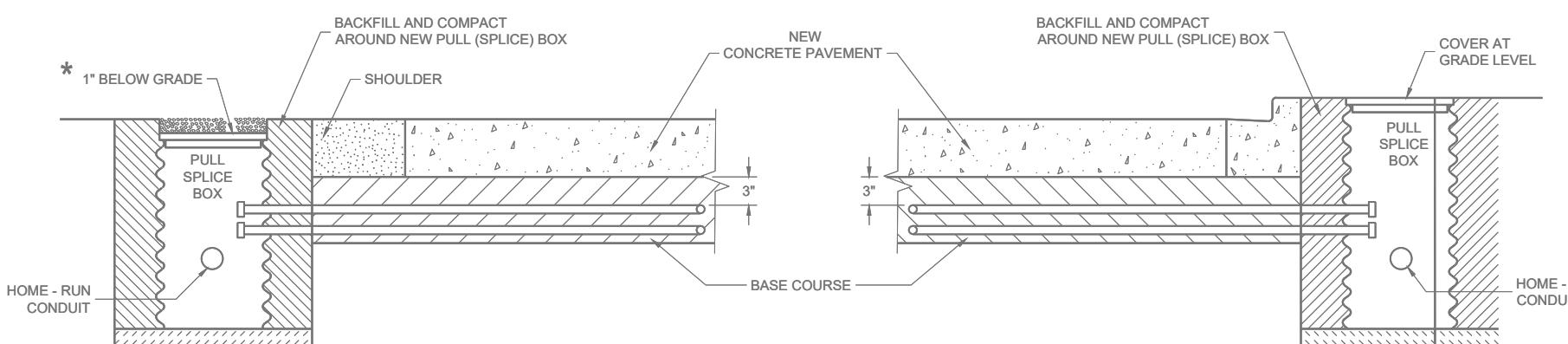
PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.

LOOP DETECTOR INSTALLED  
IN BASE COURSE WITH  
PULL (SPLICE) BOX OFF  
ROADWAY (OPTION 1)

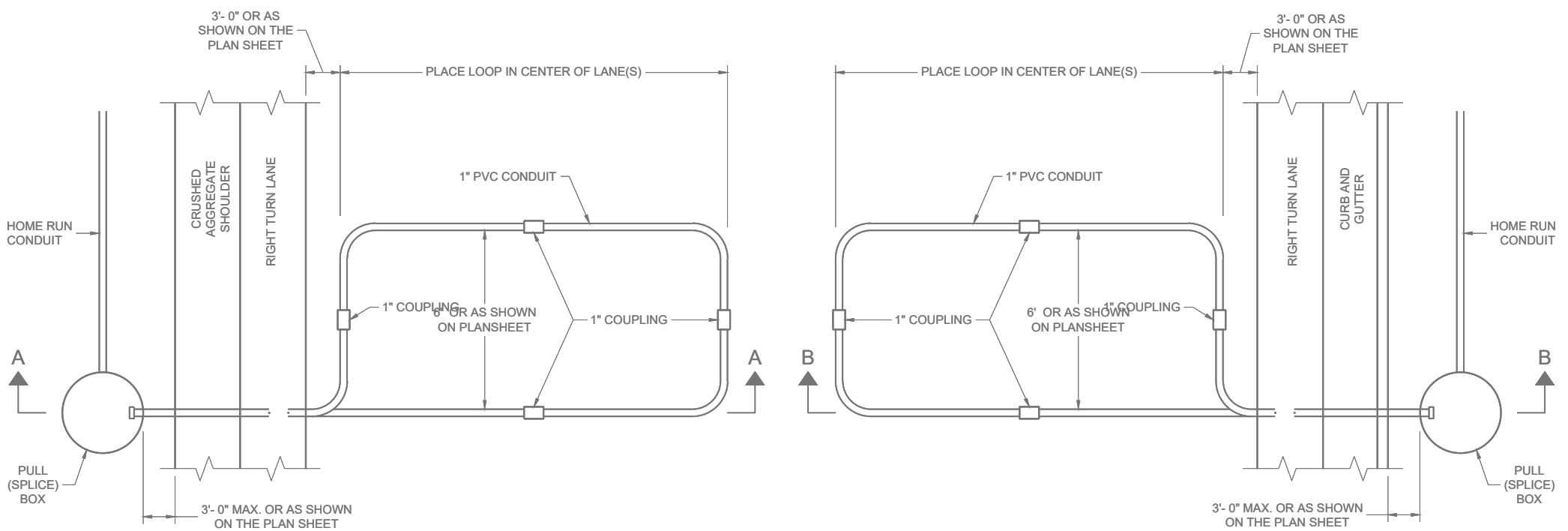
LOOP DETECTOR INSTALLED  
IN BASE COURSE WITH  
PULL (SPLICE) BOX OFF  
ROADWAY (OPTION 1)

APPROVED  
September 2014 STATE OF WISCONSIN mirbilek  
DEPARTMENT OF TRANSPORTATION  
FHWA

SECTION A - A  
NO CURB AND GUTTERSECTION B - B  
CURB AND GUTTER

\* RECESS PULL (SPLICING) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

### LOOP DETECTOR INSTALLATION DETAIL

TYPICAL PLAN LOOP DETECTOR  
WITH 24" PULL (SPLICING) BOX

### GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICING) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPlices shall be installed by using cast in place splice kits listed on the departments approved products list or an engineer approved equal. Non-insulated butt splices to fit #12 AWG stranded wire shall be used. Splices shall be soldered and insulated from each other as per instructions included in the splice kit.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE IN THE PULL (SPLICING) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPlices of loop wire to lead-in cable shall be made only in pull (splicing) boxes at the side of the road.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICING) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICING) BOX, AND BE INSTALLED IN ONE NON-SPliced, CONTINUOUS LENGTH.

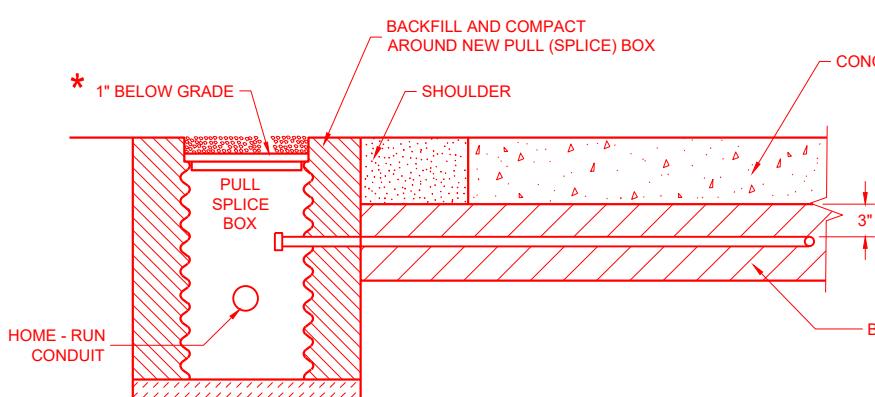
PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.

LOOP DETECTOR INSTALLED  
IN BASE COURSE WITH  
PULL (SPLICING) BOX OFF  
ROADWAY (OPTION 1)

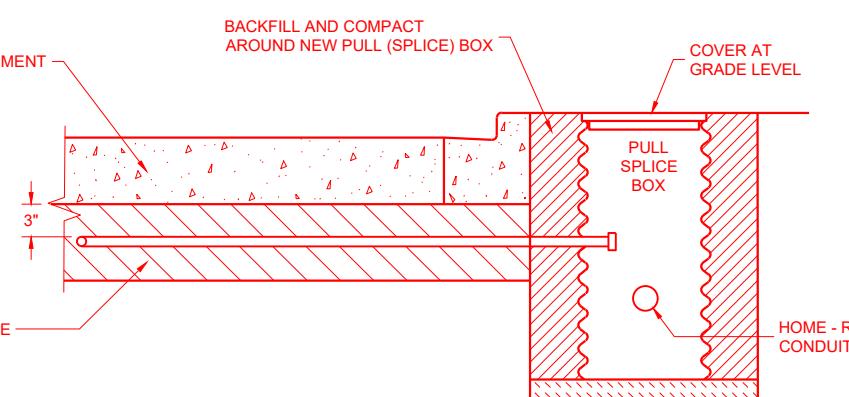
LOOP DETECTOR INSTALLED  
IN BASE COURSE WITH  
PULL (SPLICING) BOX OFF  
ROADWAY (OPTION 2)

APPROVED  
September 2014 STATE OF WISCONSIN mirbilek  
DEPARTMENT OF TRANSPORTATION  
FHWA



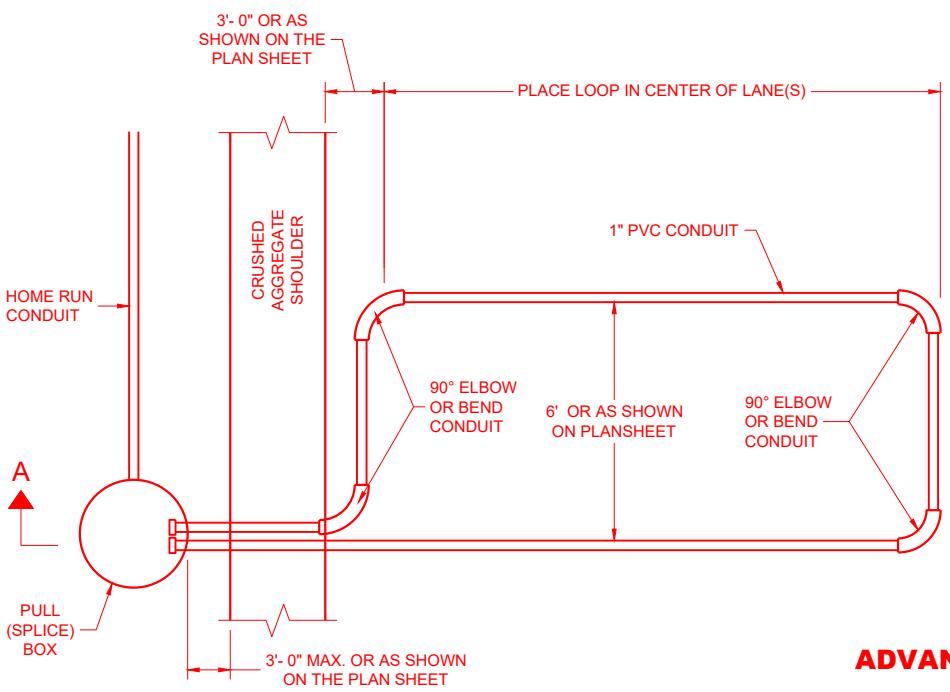
**SECTION A - A**  
**NO CURB AND GUTTER**

\* RECESS PULL (SPLICING) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



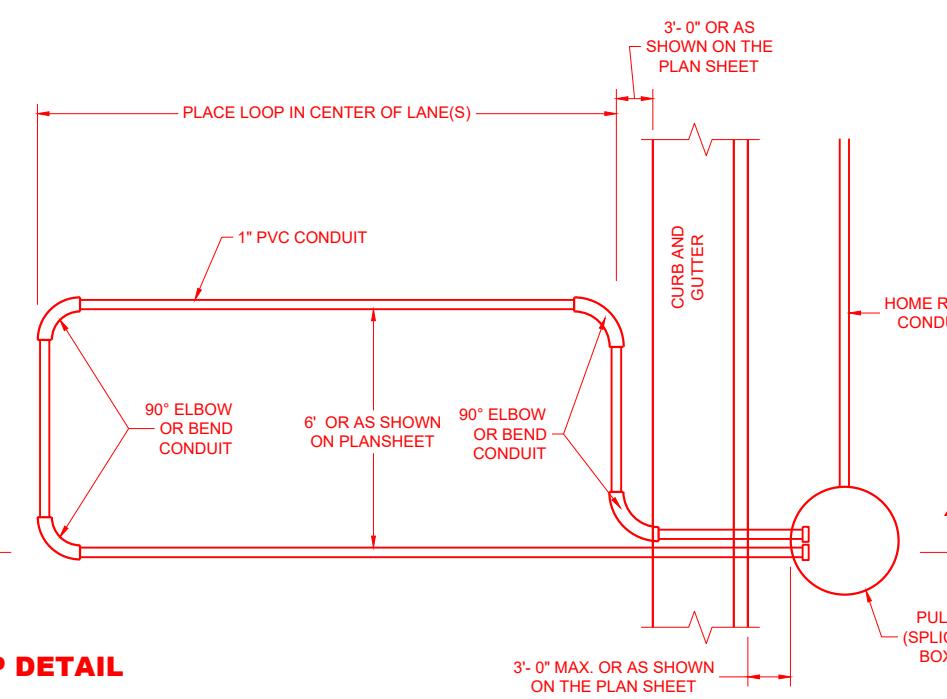
**SECTION B - B**  
**CURB AND GUTTER**

**LOOP DETECTOR INSTALLATION DETAIL**



**ADVANCED LOOP DETAIL**

**TYPICAL PLAN LOOP DETECTOR  
WITH 18" OR 24" PULL (SPLICING) BOX**



**GENERAL NOTES**

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICING) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPlices shall be installed by using cast in place splice kits listed on the departments approved products list or an engineer approved equal. Non-insulated butt splices to fit #12 AWG stranded wire shall be used. Splices shall be soldered and insulated from each other as per instructions included in the splice kit.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE IN THE ROADSIDE PULL (SPLICING) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

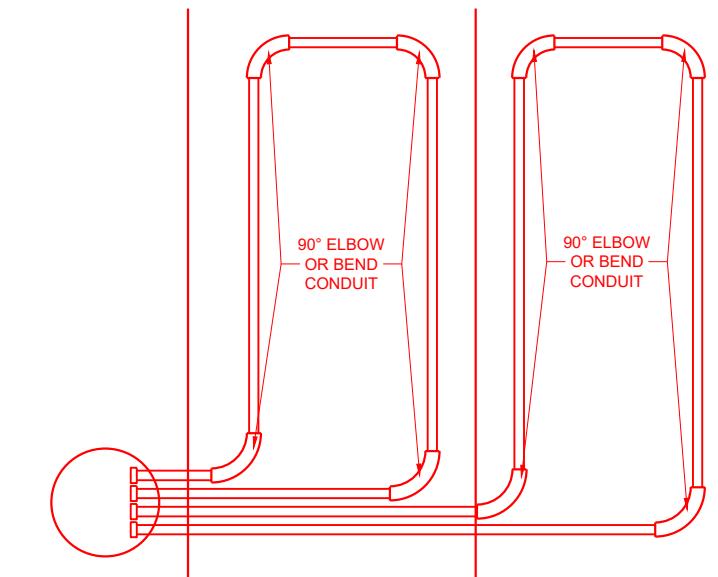
SPlices of loop wire to lead-in cable shall be made only in pull (splicing) boxes at the side of the road.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICING) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICING) BOX, AND BE INSTALLED IN ONE NON-SPliced, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.

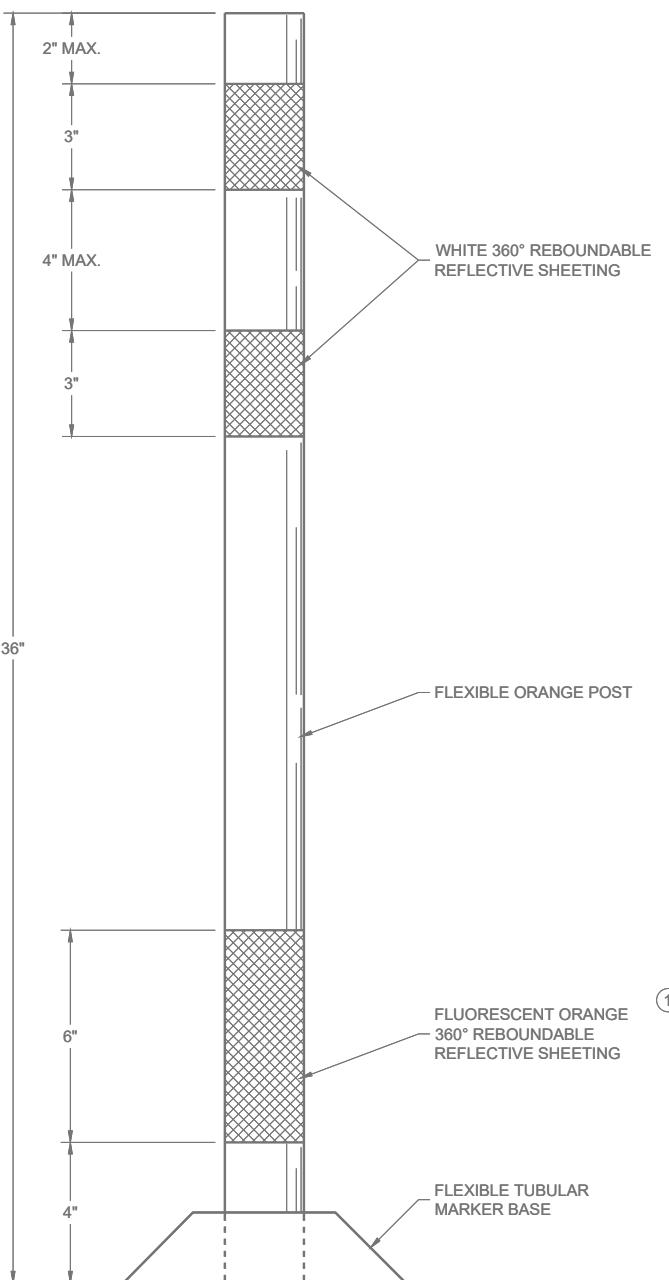
**STOP BAR LOOP DETAIL**



**LOOP DETECTOR INSTALLED  
IN BASE COURSE WITH  
PULL (SPLICING) BOX OFF  
ROADWAY (OPTION 3)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2026 /S/ Ahmet Demirbilek  
DATE STATE ELECTRICAL ENGINEER  
FHWA



**FLEXIBLE TUBULAR  
MARKER POST  
WORK ZONE**

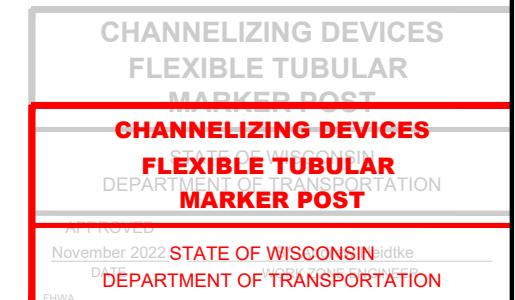
## GENERAL NOTES

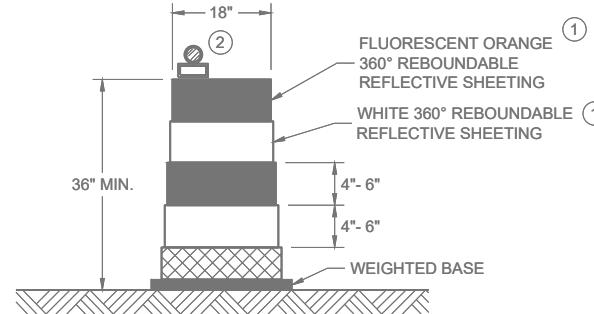
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

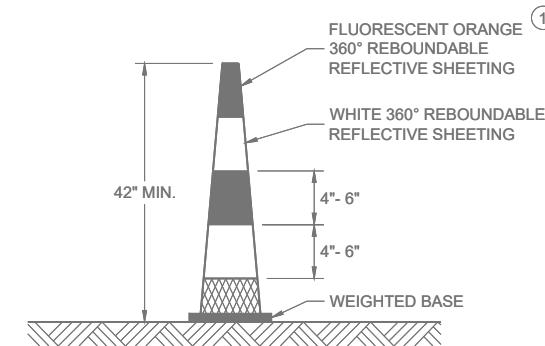
THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

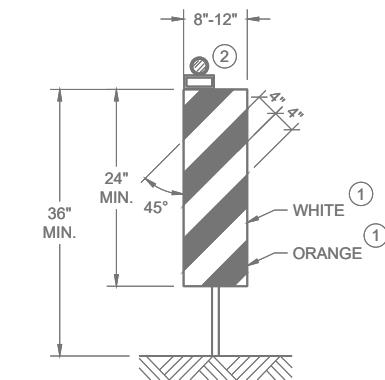


**DRUM**

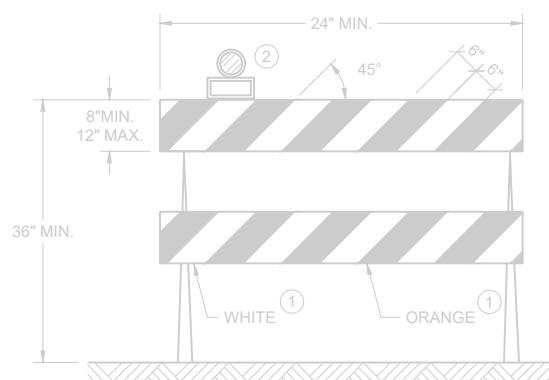
BALLAST WIDTHS  
RANGE FROM 24"-36"

**42" CONE**

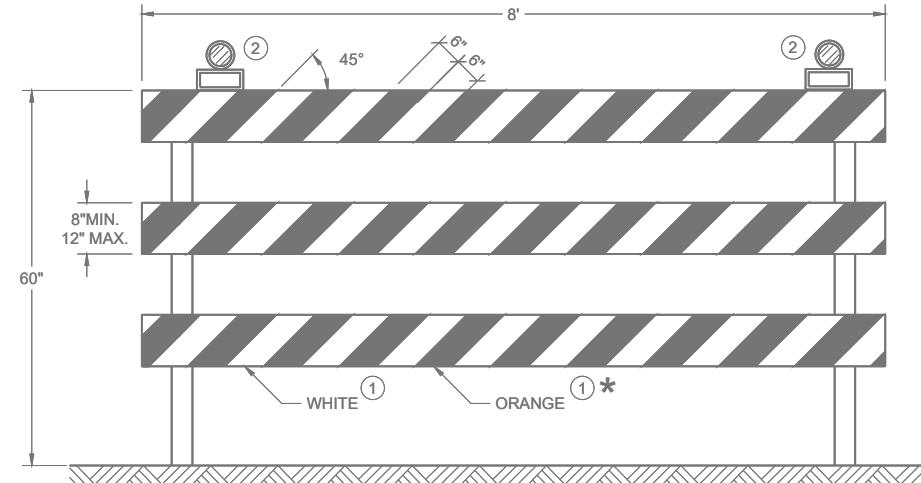
DO NOT USE IN TAPERS  
1/2 SPACING OF DRUMS  
BALLAST WIDTHS  
RANGE FROM 14"-20"

**VERTICAL PANEL**

THE STRIPES SHALL SLOPE DOWNWARD TO  
THE TRAFFIC SIDE FOR CHANNELIZATION.

**TYPE II BARRICADE**

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES  
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD  
TO THE TRAFFIC SIDE FOR CHANNELIZATION.

**TYPE III BARRICADE**

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP  
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

\* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

## GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

## CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2026  
DATE  
/S/ Andrew Heidtke  
WORK ZONE ENGINEER  
FHWA