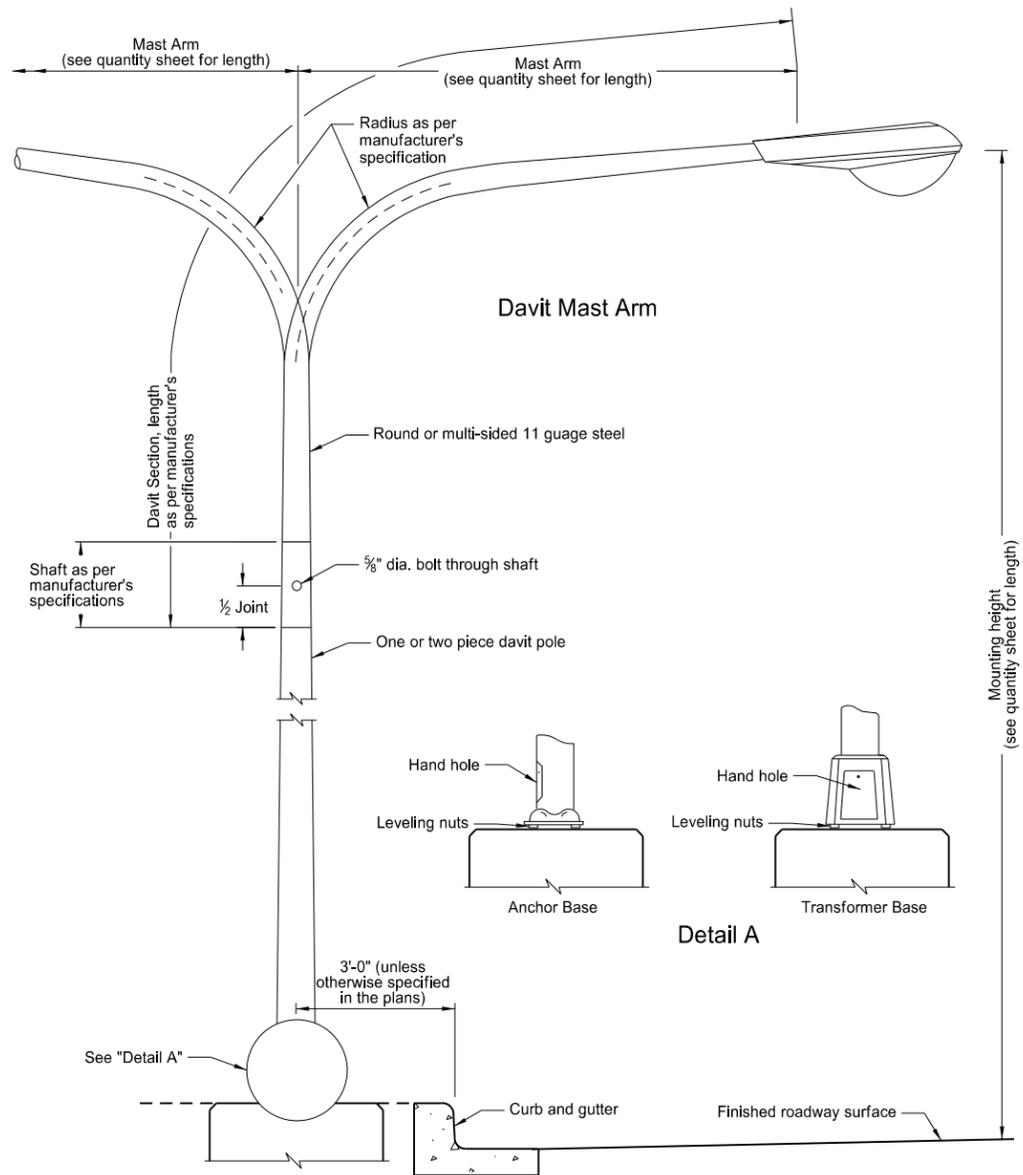
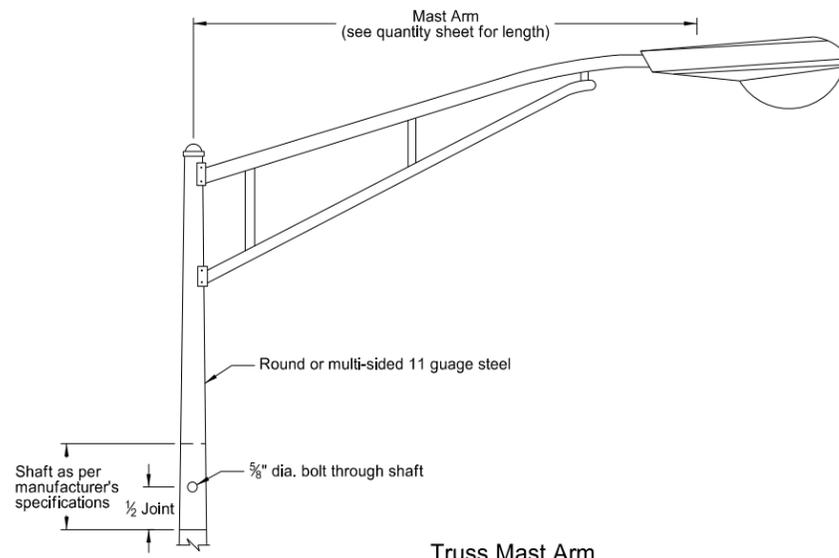


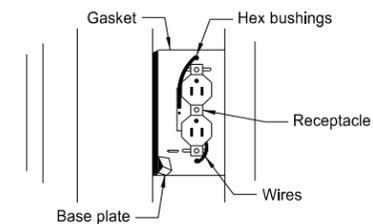
LIGHT STANDARD DETAILS



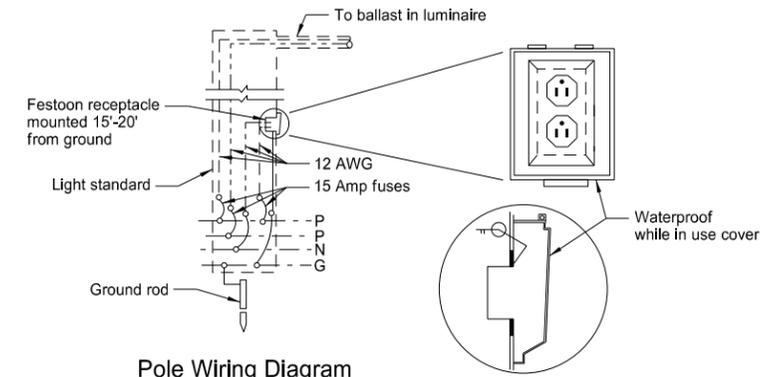
Light Standard Details



Truss Mast Arm



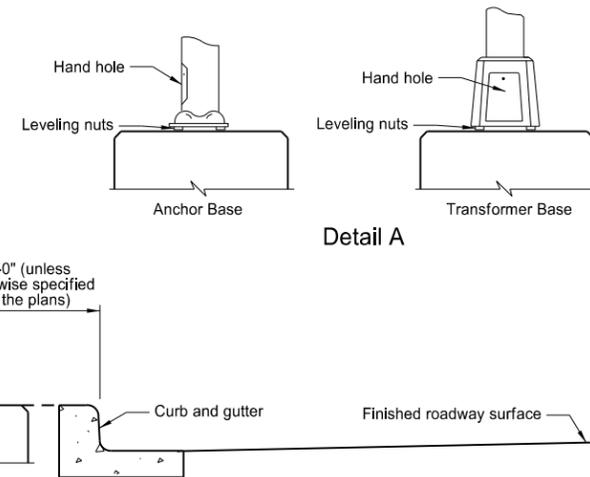
Optional: Festoon receptacle mounted on multi-sided pole.



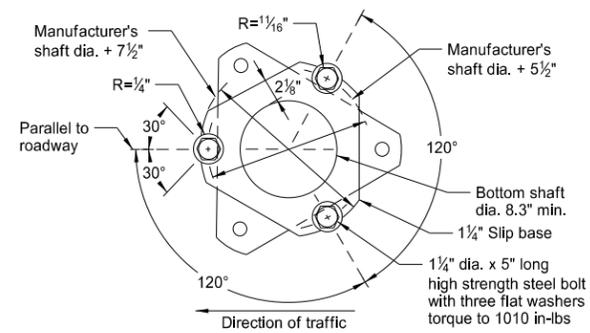
Pole Wiring Diagram

Receptacle Mounting Detail (B)

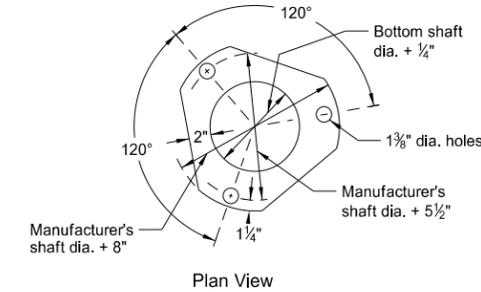
(B) Mount receptacle on side of pole that faces the street. Install Festoon Receptacle only when specified in the plans.



Detail A



Top View



Plan View

Keeper Plate Detail (A)

(A) ASTM A446 Grade "A" 28 gauge keeper plate on top of middle flat washer. Galvanize Keeper plate after fabrication.

Notes:

Light Standard Locations: The minimum offset distance from the curb face is 3 feet. Offset light standards at least 3 feet in urban areas and where speeds are less than 30 mph. Where speeds are 30 mph or more, place light standards at least 16 feet from the driving lane.

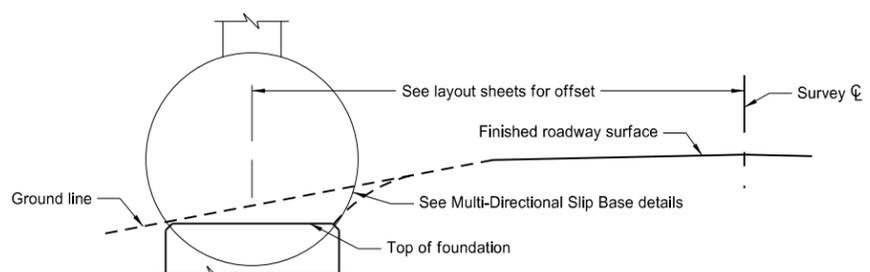
Steel Standards: Touch up marred or scratched areas after erection.

Luminaire: Use internal ballast-constant wattage 120x240 voltage. See layout sheets for type of luminaire, wattage, I.E.S. distribution, and operating system.

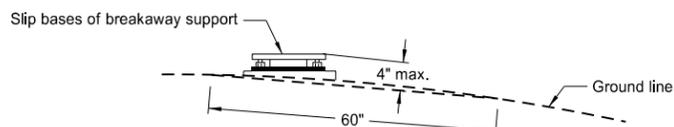
Fusing: Fusing in base, see specifications.

Slip Base Bolt Torque Procedure:

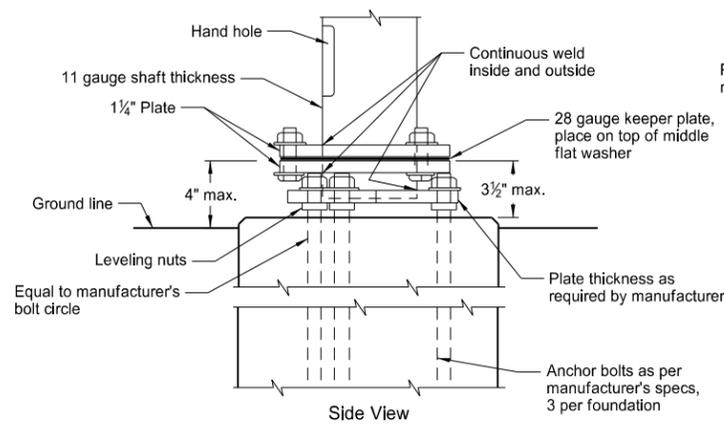
1. Tighten all bolts the maximum possible with 12" to 15" wrench to bed washers and to clean bolt threads, then loosen.
2. Retighten bolts with a systematic order to prescribed torque.
3. Loosen each bolt and retighten to prescribed torque in the same order as initial retightening.
4. Burr threads of junction with nut using center punch to prevent nut loosening.



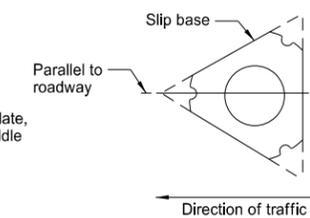
Concrete Foundation Location



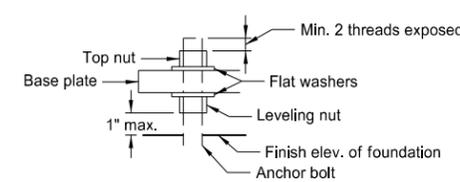
Breakaway Support Stub Clearance Diagram



Steel Base Detail



Slip Base Placement Detail



Anchor Bolt Detail

Multi-Directional Slip Base

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-8-13	
REVISIONS	
DATE	CHANGE
10-17-17 8-28-19	Updated to active voice. New Design Engineer PE Stamp.

This document was originally issued and sealed by  
Kirk J Hoff,  
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PE-4683,  
on 8/28/19 and the original document is stored at the North Dakota Department of Transportation