



TECHNICAL BULLETIN

Ministry of Transportation
and Highways

ENGINEERING BRANCH
TRAFFIC & ELECTRICAL ENG. SECTION
BULLETIN NUMBER: **TE2000-09**

Subject: Corrective Maintenance Procedure for Type 1 (Combination) Sign Poles	
Date: November 30, 2000	Author: Ross Casey, Senior Electrical Standards Technologist
Bulletin Number: TE-2000- 09 Bulletin Type: MAINTENANCE PROCEDURE CLARIFICATION	Action Required: Effective Date: Immediately
Distribution	Standards Affected
Ministry Electrical Trades Supervisors and Managers Regional Operations Technicians or Equivalent Manager, Electrical Engineering Senior Traffic and Electrical Engineer Regional Directors.	Electrical and Traffic Engineering Manual Manual of Standard Signs

BACKGROUND:

Type 1 combination street light and sign poles were used for a number years by the Ministry for mounting 1.2 m by 2.4 m signs. In recent years it has been determined, through pole loading studies by structural engineers, that these poles may not be theoretically structurally adequate for this type of application, in some parts of the Province, although actual failure of the pole itself has been very rare. Maintenance crews require direction when *Type 1* poles are knocked down or damaged.

POLICY:

When a *Type 1* combination sign pole is knocked down or damaged, the characteristics listed below shall be considered in a risk assessment before determining whether or not a replacement *Type 1* pole should be installed, a *Type 3* davit pole installed, an L pole installed, or the pole should be completely eliminated.

PROCEDURE:

Corrective Maintenance

1. Is the sign still required? Check with the Highways District office, as some directional signs may be redundant, or overhead signs may be replaced with shoulder mounted signs.
2. Determine if the anchor bolts or base been damaged. If so repair or replace the base, subject to the following criteria.

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- a. If the pole in an area scheduled for lighting removal, based on the Ministry's new initiative for lighting removal, then replace the pole with a *Type 3* pole, c/w breakaway base, where warranted.
 - b. If the pole is in an urban setting with evidence of significant pedestrian traffic lighting still warranted, then an L pole must be considered. Work with Electrical Engineering Centre regarding design.
 - c. If the pole is located in a rural setting, with no evidence of pedestrian traffic and still located in an area where lighting is required, reinstall a new *Type 1* pole on a breakaway base, if warranted.
3. Advise Electrical Engineering Centre of changes, if not required to consult regarding design.

Design

Provide design support as required.

Update drawings with record drawing information.

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