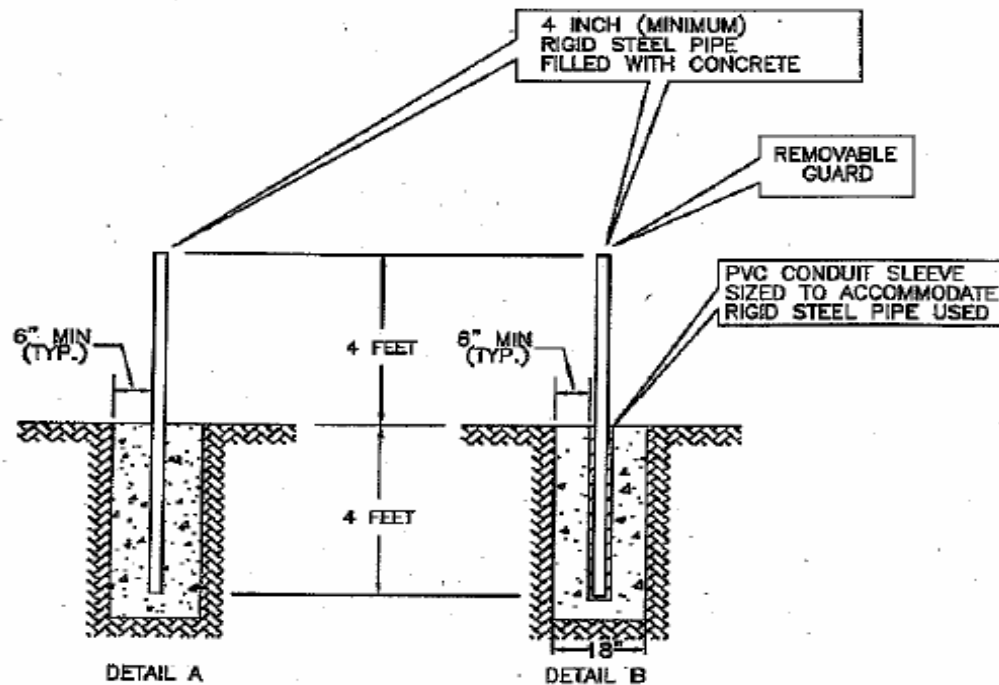
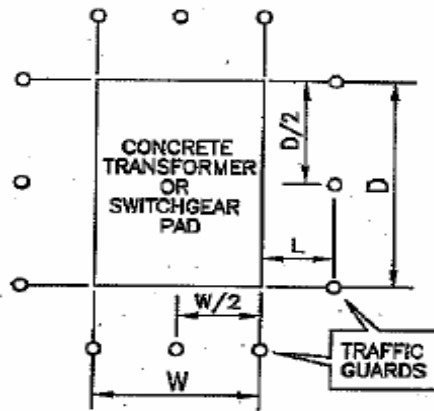


Traffic Guard Layout for Padmounted Equipment



FOUR INCH (MIN.)
RIGID STEEL PIPE
ENCASED IN
CONCRETE

PVC CONDUIT SLEEVE
SIZED TO ACCOMMODATE
RIGID STEEL CONDUIT SIZE USED
ENCASED IN CONCRETE

Traffic Guard Layout for Padmounted Equipment

NOTES:

1. THIS DRAWING SHOWS A TYPICAL GUARD LAY-OUT FOR PAD-MOUNTED EQUIPMENT EXPOSED TO TRAFFIC ON ALL SIDES. INSTALL GUARDS ONLY ON THOSE SIDES EXPOSED TO VEHICULAR TRAFFIC. INSTALL CENTER POLE ONLY ON SIDES WHERE SPACING BETWEEN CORNER POLES DOES NOT PROVIDE ADEQUATE PROTECTION.

NOTE: IF INSTALLING A CENTER POLE ON THE DOOR SIDE OF THE PAD, THE W/2 DIMENSION AND THE L DIMENSION MAY NEED ADJUSTING TO AVOID INTERFERENCE WITH DOOR OPENING.

2. MAXIMUM TRAFFIC GUARD SPACING, $W = \text{PAD WIDTH} + 6 \text{ INCHES}^*$
 $D = \text{PAD DEPTH}$ * ADD 6 INCHES TO FRONT OF PAD (DOOR SIDE ONLY).
 $L = 36 \text{ INCHES (MINIMUM)}$
3. TRAFFIC GUARDS SHOULD BE LOCATED SO THERE WILL BE NO CONFLICT WITH THE INSTALLATION OR REMOVAL OF ELBOWS, FUSES, DOORS, ETC.
4. THE MAXIMUM HEIGHT OF TRAFFIC GUARDS ABOVE GRADE SHOULD BE FOUR (4) FEET. IF THE TOP OF THE PAD-MOUNTED EQUIPMENT IS LESS THAN FOUR (4) FEET ABOVE GRADE, THE HEIGHT MAY BE REDUCED TO THE PAD-MOUNTED EQUIPMENT HEIGHT.
5. EITHER ARRANGEMENT, DETAIL A OR DETAIL B, IS AN ACCEPTABLE METHOD FOR TRAFFIC GUARD INSTALLATION.