MAST ARM LOADING SCHEDULE LOADING SIZE **AREA** DESCRIPTION WEIGH1 SYMBOL 42.0" W SIGNAL HEAD 16.3 S.F 103 LBS 12"-5 SECTION-WITH BACKPLATE AND ASTRO-BRAC 56.0" L SIGNAL HEAD 11.5 S.F. 74 LBS 12"-4 SECTION-WITH BACKPLATE AND ASTRO-BRAC 25.5" W SIGNAL HEAD X 52.5″ L 60 LBS 9.3 S.F 12"-3 SECTION-WITH BACKPLATE AND ASTRO-BRAC 24.0"\ 11 LBS 5.0 S.F RIGID MOUNTED WITH ASTRO-SIGN-BRAC 30.0" I STREET NAME SIGN 27 LBS 12.0 S.F. street name sign 96.0" I RIGID MOUNTED WITH ASTRO-SIGN-BRAC

NOTES

Design Reference Material

- Design the traffic signal structure and foundation in accordance with:
 The 4th Edition 2001 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals," Category II fatigue, including all of the latest interim revisions. Designs need not consider periodic galloping forces.
- The 2002 NCDOT "Standard Specifications for Roads and Structures". The latest addenda to these specifications can be found in the traffic signal project special provisions.

 • The 2002 NCDOT Roadway Standard Drawings.
- The traffic signal project plans and special provisions.
- The NCDOT "Metal Pole Standards" located at the following NCDOT website: http://www.doh.dot.state.nc.us/preconstruct/traffic/tmssu/sms/metal pole/poles.htm

<u>Design Requirements</u>

- 2. Comply with the provisions of Section 1744 "Structure Design of Signal Supports" in the NCDOT Standard Specifications and the latest addenda to these specifications.
- 3. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "Design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
- 4. Ensure that the structure design meets the following deflection criteria.
 ◆ As provided for in article 11.8 of the 2001 AASHTO Specification, when the equivalent static design wind effect from truck-induced gusts are applied to the structure, limit the total deflection at the free end of all traffic signal arms to 8 inches (200mm) vertically.
- Conform to article 10.4.2 of the 2001 AASHTO Specification.
- Design the arm-to-pole connection so the mast arm slopes upward away from the pole at an angle of 3 degrees above horizontal to offset the vertical deflection of the mast arm. The pole manufacturer may design a different arm slope as long as the deflection criterion above is included in the design.
- 5. Attach arm to pole with a Direct Tension Indicator (DTI). See "Metal Pole Standards," MP8 for construction details.
- 6. The pole manufacturer may substitute a clamp-type bolted connection instead of a welded connection as long as the roadway clearance range is within the allowable limit. If bolted connections are used, the pole manufacturer must ensure that factory drilled holes are provided in the connection plate to allow easy installation of the shear bolts that lock the mast arm to the pole. The contractor will field drill the holes in the pole wall for these bolts.
- 7. The mast arm attachment height (H1) shown is based on the following design assumptions: a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
- b. Signal heads attached to the mast arm are rigid mounted and vertically centered on the arm.
- c. The roadway clearance height for design is as shown in the elevation views. d. The top of the pole base plate is .75 feet above the ground elevation.
- e. The ground elevation at the proposed centerline of the foundation:
- for Pole No. 4 is 3.25 ft. below the highest point on the roadway.
- 8. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
- 9. If pole location adjustments are required, the contractor must gain approval from the engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signals & Geometrics Structural Engineer for assistance at (919) 733-3915.
- 10. The pole manufacturer will determine the total height of the pole (H2) using the greater of the following:
- Mast arm attachment height (H1) plus 2 feet, or
- \bullet H1 plus $\frac{1}{2}$ of the total height of the mast arm attachment assembly plus 1 foot.
- 11. Design base plate with 8 anchor bolts to secure the structure to the foundation. Provide 2 in x 66 in anchor bolts. See "Metal Pole Standards," MP3-MP7 to determine base plate bolt circle diameter.
- 12. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

NCDOT Wind Zone 3 (110 mph)

US 70 Bypass EB Ramps

Division O4 Johnston County S of Clayton PLAN DATE: November 2004 REVIEWED BY: S.T. Franklin REVISIONS INIT. DATE

SIGNATURE SIG. INVENTORY NO. 04-1316

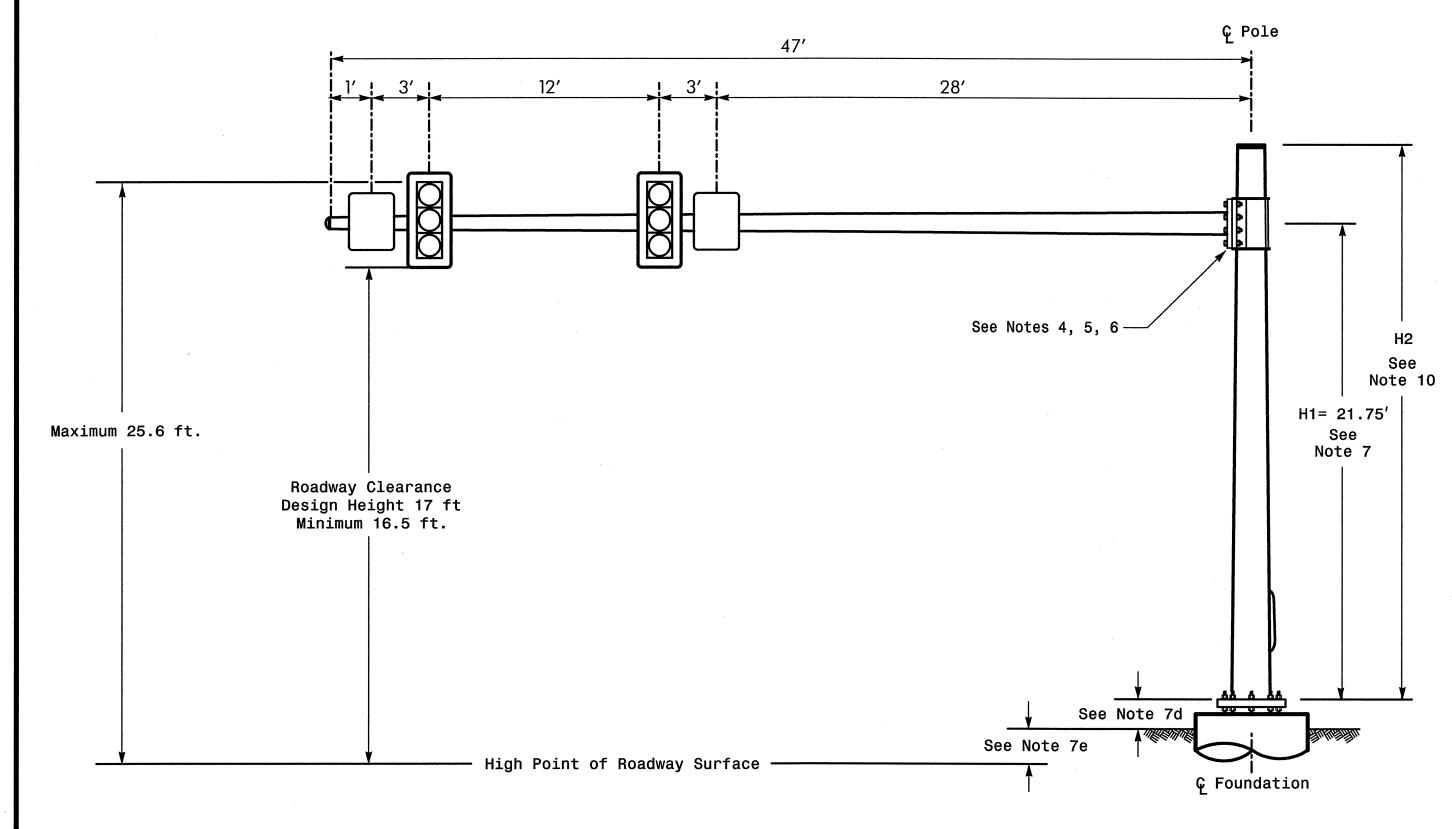
028657

SEAL

US 70 Business

N. McDowell St., Raleigh, NC 27603 PREPARED BY: T.R. Terrell REVIEWED BY: C.A. Johnson N/A

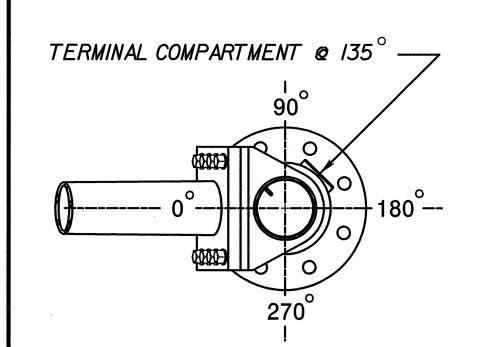
Design Loading for METAL POLE NO. 4



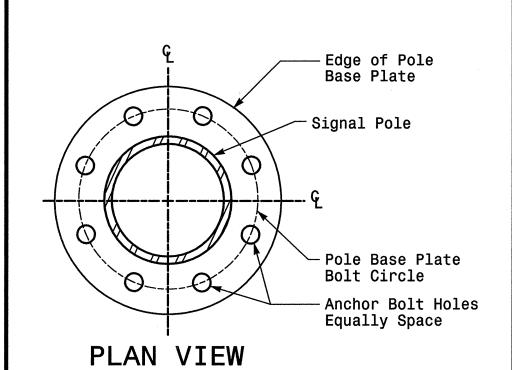
ELEVATION VIEW @ 270

SPECIAL NOTE

The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval.



PLAN VIEW RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 11