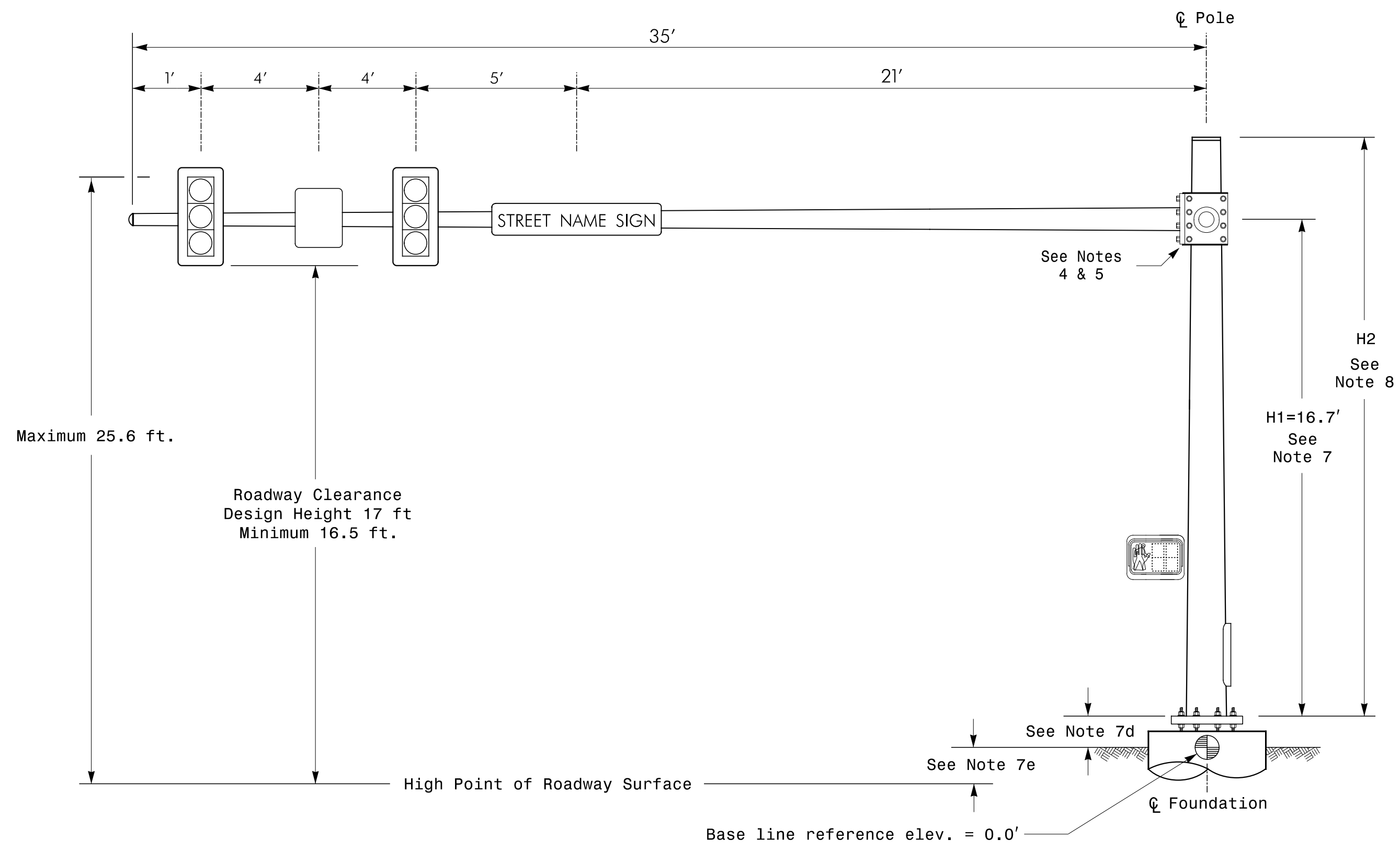
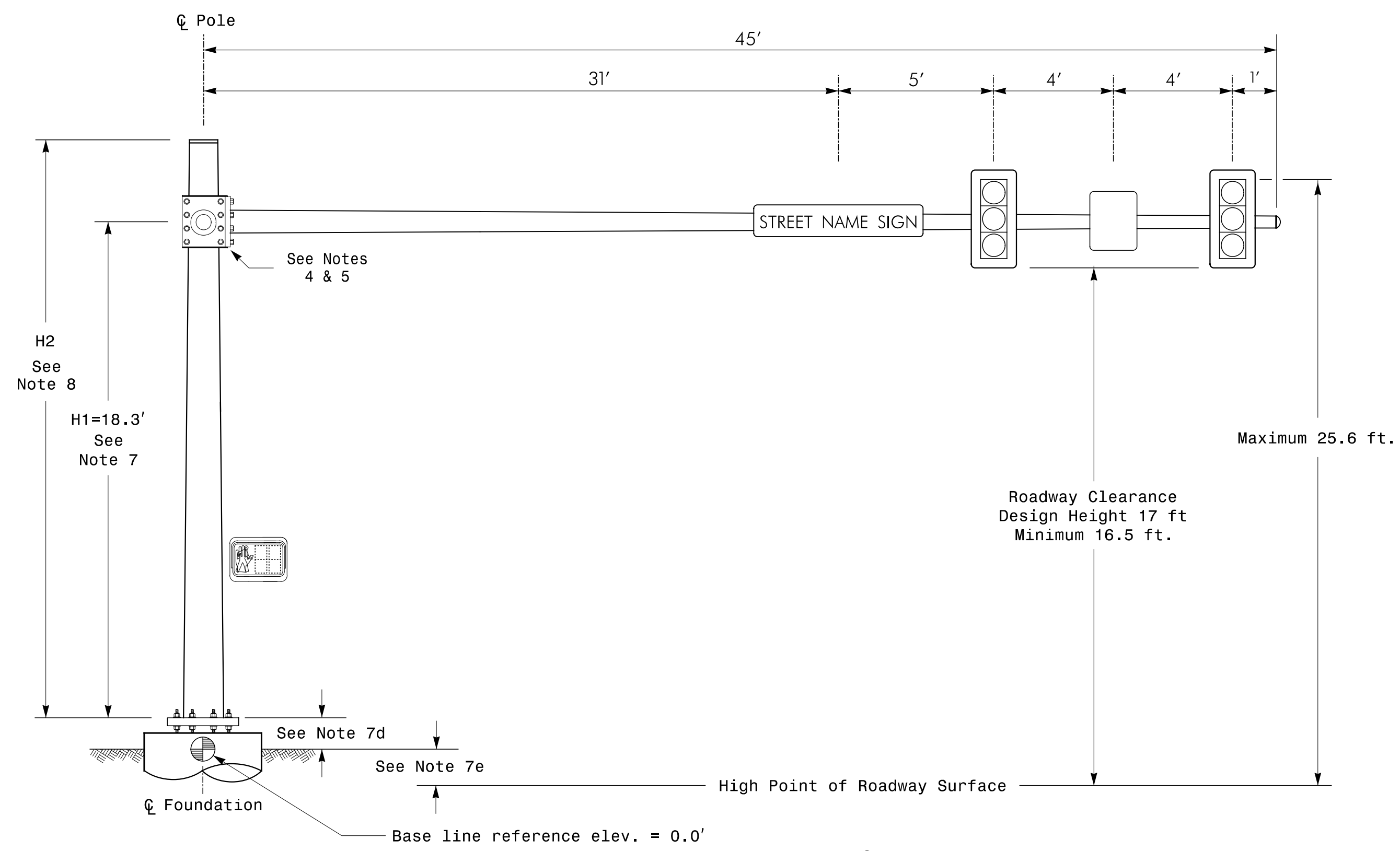


Design Loading for METAL POLE NO. 4, MAST ARM A



Elevation View @ 270°

Design Loading for METAL POLE NO. 4, MAST ARM B

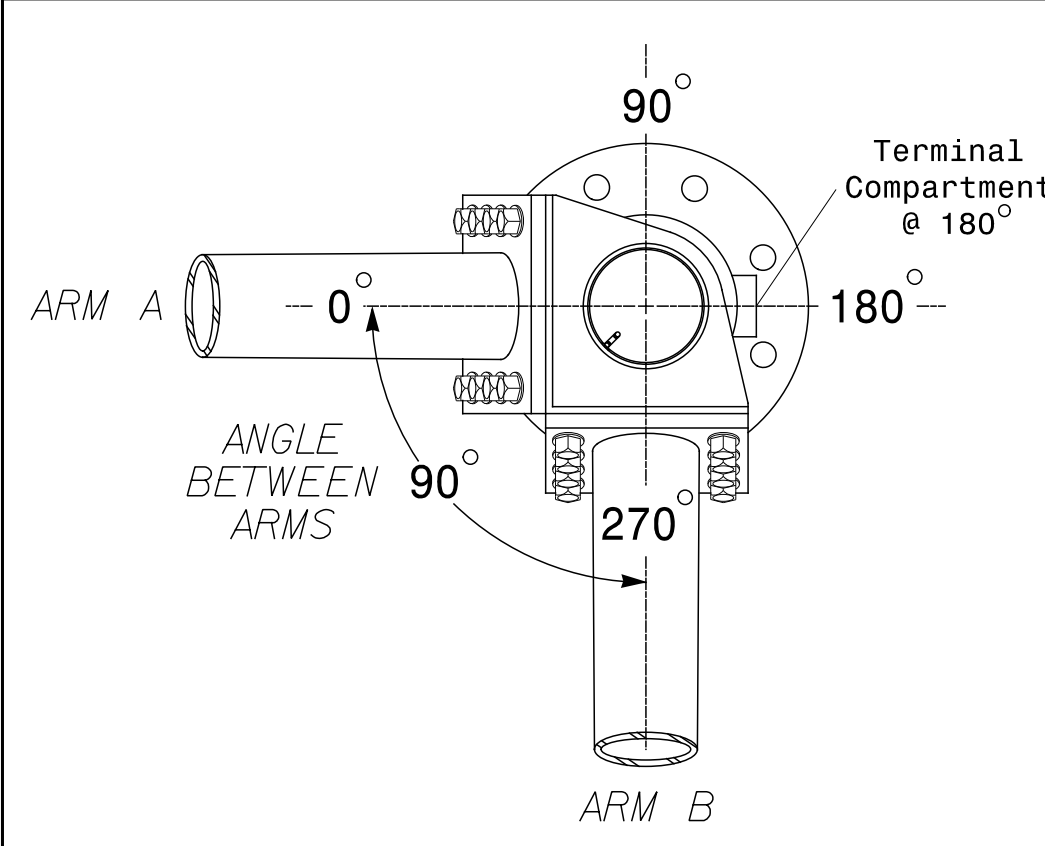


Elevation View @ 0°

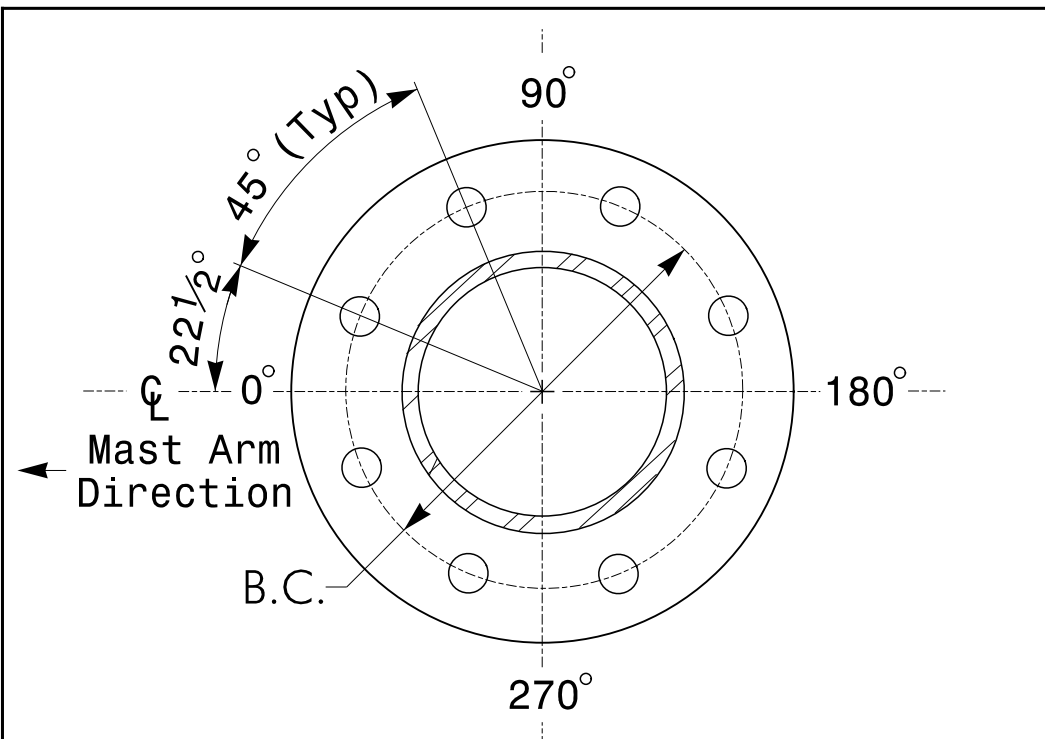
SPECIAL NOTE
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

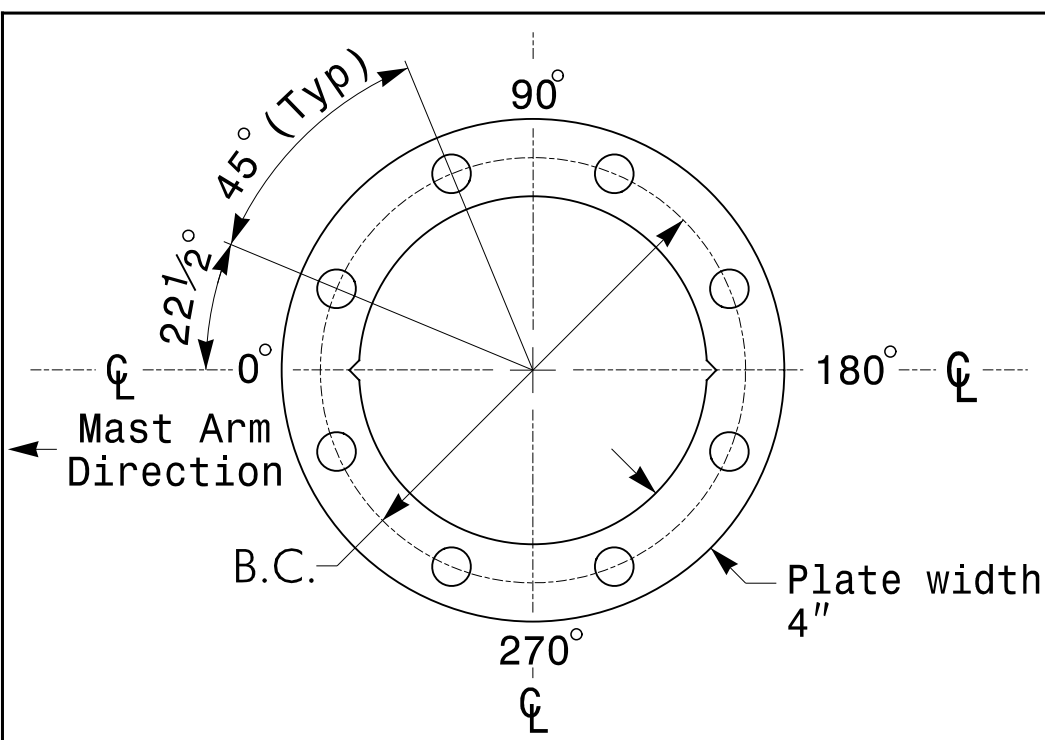
Elevation Differences for:	Arm "A"	Arm "B"
Baseline reference point at ϕ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	-1.67 ft.	-0.15 ft.
Elevation difference at Edge of travelway or face of curb	-1.50 ft.	-0.37 ft.



POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL
See Note 5



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	SIGNAL HEAD 12"-5 SECTION-WITH BACKPLATE RIGID MOUNTED	16.3 S.F.	42.0" W X 56.0" L	103 LBS
	SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE RIGID MOUNTED	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	SIGN RIGID MOUNTED	7.5 S.F.	30.0" W X 36.0" L	14 LBS
	STREET NAME SIGN RIGID MOUNTED	12.0 S.F.	18.0" W X 96.0" L	27 LBS

NOTES

- Design Reference Material**
- Design the traffic signal structure and foundation in accordance with:
 - The 5th Edition 2009 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals", including all of the latest interim revisions.
 - The 2012 NCDOT "Standard Specifications for Roads and Structures". The latest addenda to these specifications can be found in the traffic signal project special provisions.
 - The 2012 NCDOT Roadway Standard Drawings.
 - The traffic signal project plans and special provisions.
 - The NCDOT "Metal Pole Standards" located at the following NCDOT website: <https://connect.ncdot.gov/resources/safety/pages/its-design-resources.aspx>
 - 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.
 - Design all signal supports using stress ratios that do not exceed 0.9.
 - A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
 - Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
 - The mast arm attachment height (H1) shown is based on the following design assumptions:
 - Nominal vertical rise in mast arm is 5 feet as measured from the centerline of the arm base to the centerline of the free end of the arm.
 - Signal heads attached to the mast arm are rigid mounted and vertically centered on the arm.
 - The roadway clearance height for design is as shown in the elevation views.
 - The top of the pole base plate is .75 feet above the ground elevation.
 - Refer to the Elevation Data chart for elevation differences between the proposed foundation ground level and the high point on the roadway.
 - Provide horizontal distance from proposed centerline of foundation to edge of travelway. Refer to the Elevation Data chart above for elevation difference between the proposed foundation ground level and the edge of travelway. This information is necessary when arched arms are specified to ensure that the roadway clearance is maintained at the edge of the travelway and to assist in the camber design of the mast arm.
 - The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
 - Mast arm attachment height (H1) plus 2 feet, or
 - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
 - 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 Signal Design Section Structural Engineer for assistance at (919) 773-2800.
 - The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
 - The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.
 - The contractor is responsible for providing a protective black coating on all Metal Poles (please see project special provisions).

NCDOT Wind Zone 4 (90 mph)

SEPI
ENGINEERING & CONSTRUCTION
1025 Wade Avenue
Raleigh, NC 27605
Tel: 919-789-9977
Fax: 919-789-9591
License #: C-2197

 Prepared For the Office of: Transportation Mobility and Safety DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529	LOADING DIAGRAM AND TYPICAL DETAIL FOR METAL POLE WITH DOUBLE MAST ARM		SEAL SEAL 029669 JOSEPH KOPASKIE PROFESSIONAL ENGINEER STATE OF NORTH CAROLINA
	Division 14 Transylvania County PLAN DATE: May 2015 PREPARED BY: C Lawson	Brevard REVIEWED BY: J Hochanadel REVIEWED BY: J Kopaskie	SEAL 7/31/2015 DATE 14-0734 SIG. INVENTORY NO.
SCALE 0 N/A N/A	REVISIONS INIT. DATE	Documented by: Joseph Kopaskie or SIGB07486	

7/31/2015
 C:\Roadway\006-003-00 (Caldwell) S1 - Improvements\Traffic\Signal Design\Mast Arms\sig.9.0_140734.dwg, rpk43.20150731.dgn
 J. Kopaskie