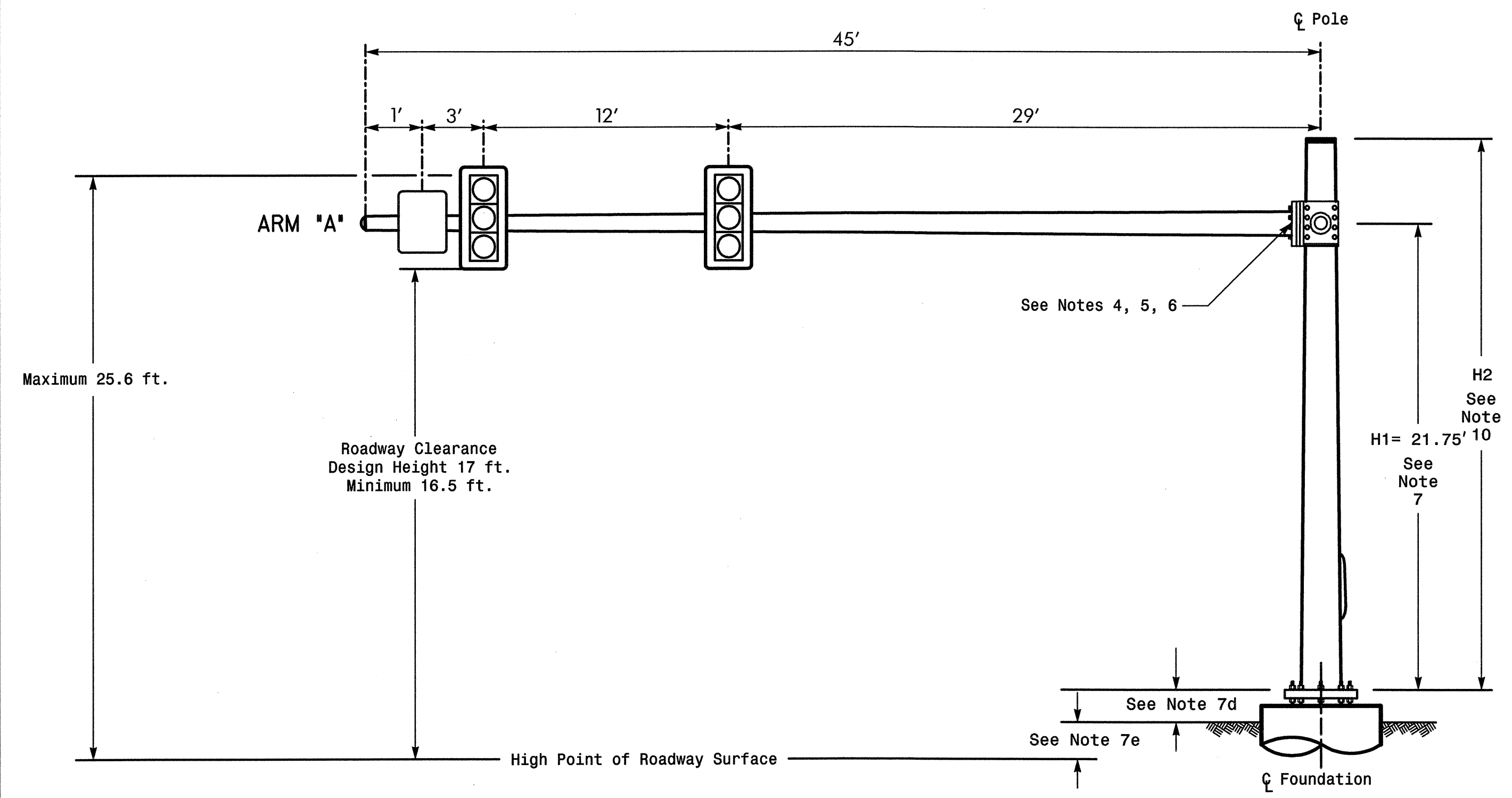
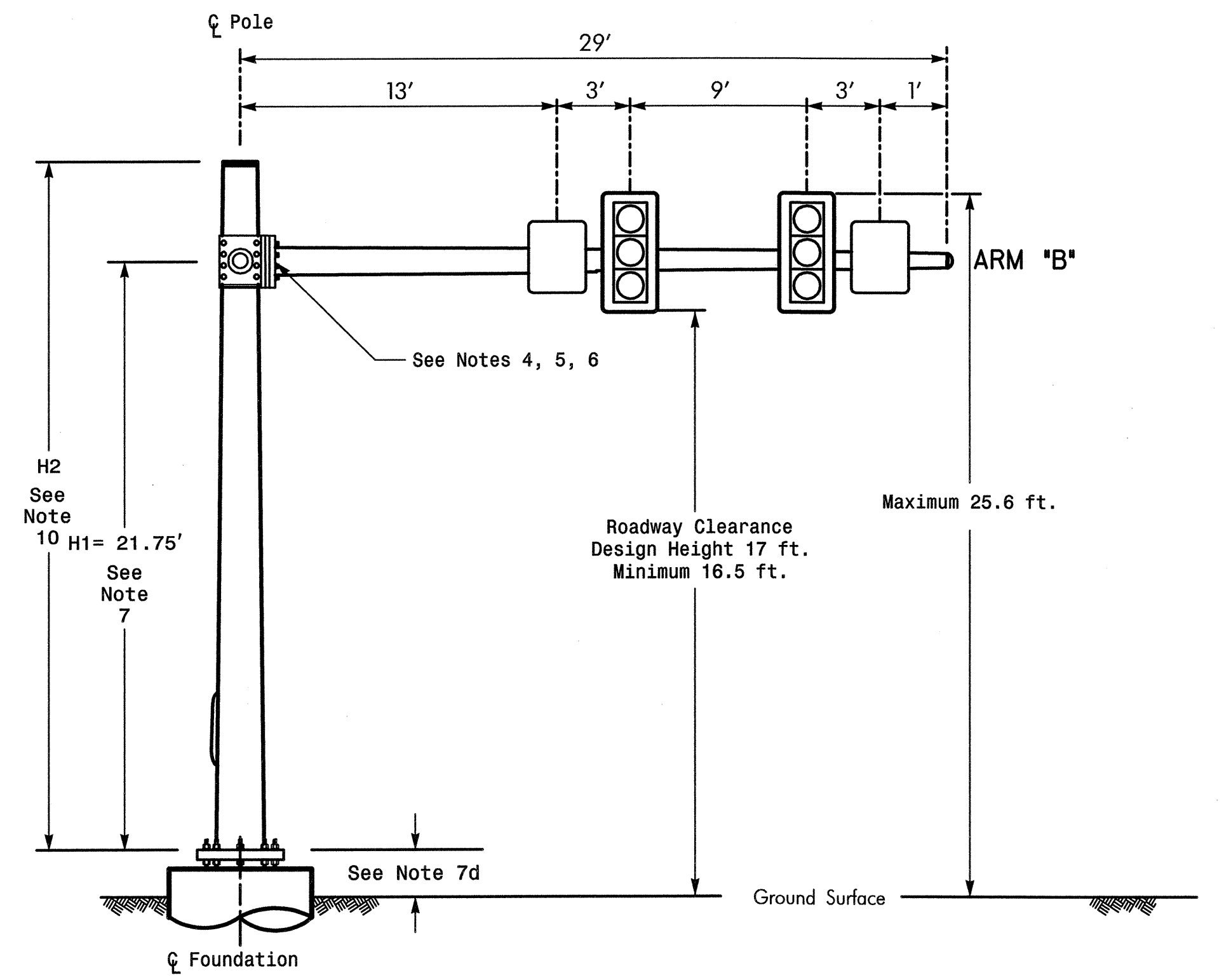


Design Loading for METAL POLE NO. 3, MAST ARM A



ELEVATION VIEW @ 270°

Design Loading for METAL POLE NO. 3, MAST ARM B

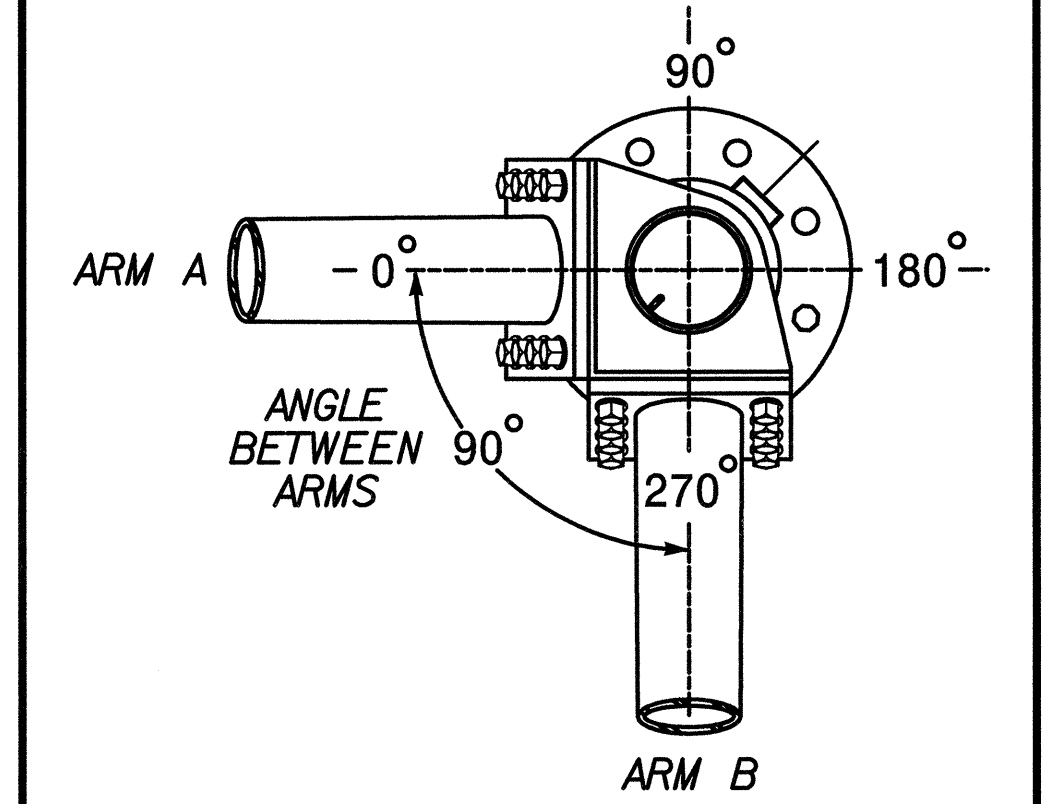


ELEVATION VIEW @ 0°

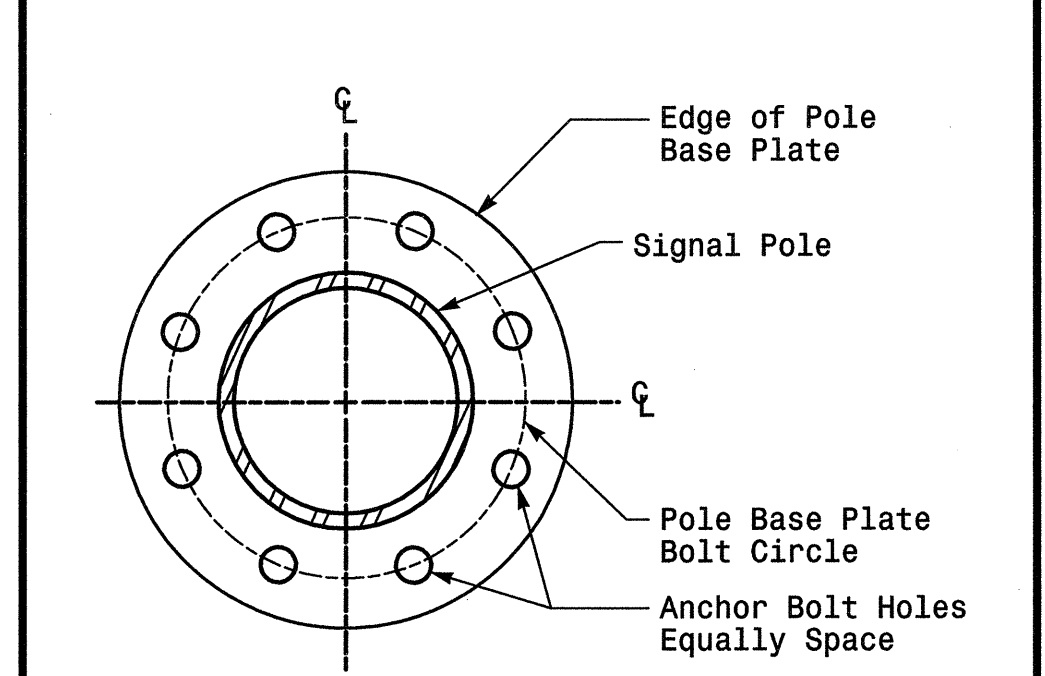
METAL POLE No. 3

MAST ARM LOADING SCHEDULE				
LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	SIGNAL HEAD 12"-5 SECTION-WITH BACKPLATE AND ASTRO-BRAC	16.3 S.F.	42.0" W X 56.0" L	103 LBS
	SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE AND ASTRO-BRAC	11.5 S.F.	25.5" W X 66.0" L	74 LBS
	SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE AND ASTRO-BRAC	9.3 S.F.	25.5" W X 52.5" L	60 LBS
	SIGN RIGID MOUNTED WITH ASTRO-SIGN-BRAC	5.0 S.F.	24.0" W X 30.0" L	11 LBS
	STREET NAME SIGN RIGID MOUNTED WITH ASTRO-SIGN-BRAC	12.0 S.F.	18.0" W X 96.0" L	27 LBS

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
POLE RADIAL ORIENTATION**



**PLAN VIEW
8 BOLT BASE PLATE DETAIL
See Note 11**

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.state.nc.us/preconstruct/traffic/tmssu/sms/metal_pole/poles.htm
 - Design Requirements**
 - Comply with the provisions of Section 1744 "Structure Design of Signal Supports" in the NCDOT Standard Specifications and the latest addenda to these specifications.
 - 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.
 - 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.
 - Attach arm to pole with a Direct Tension Indicator (DTI). See "Metal Pole Standards," MP8 for construction details.
 - 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.
 - The mast arm attachment height (H1) shown is based on the following design assumptions:
 - Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
 - 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.
 - The ground elevation at the proposed centerline of the foundation is 3.25 ft. below the highest point on the roadway.
 - The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
 - 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.
 - 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
 - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
 - 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.
 - 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)

	<p>NC 42 At US 70 Bypass EB Ramps</p>		
	Division 04 Johnston County S of Clayton PLAN DATE: November 2004 REVIEWED BY: S.T. Franklin PREPARED BY: T.R. Terrell REVIEWED BY: C.A. Johnson	SCALE: 0 N/A REVISIONS: _____ _____ DATE: _____ _____ DATE: _____	
122 N. McDowell St., Raleigh, NC 27603		SIGNATURE: <i>Spencer T. Franklin</i> DATE: 1-20-05 SIG. INVENTORY NO. 04-1262	