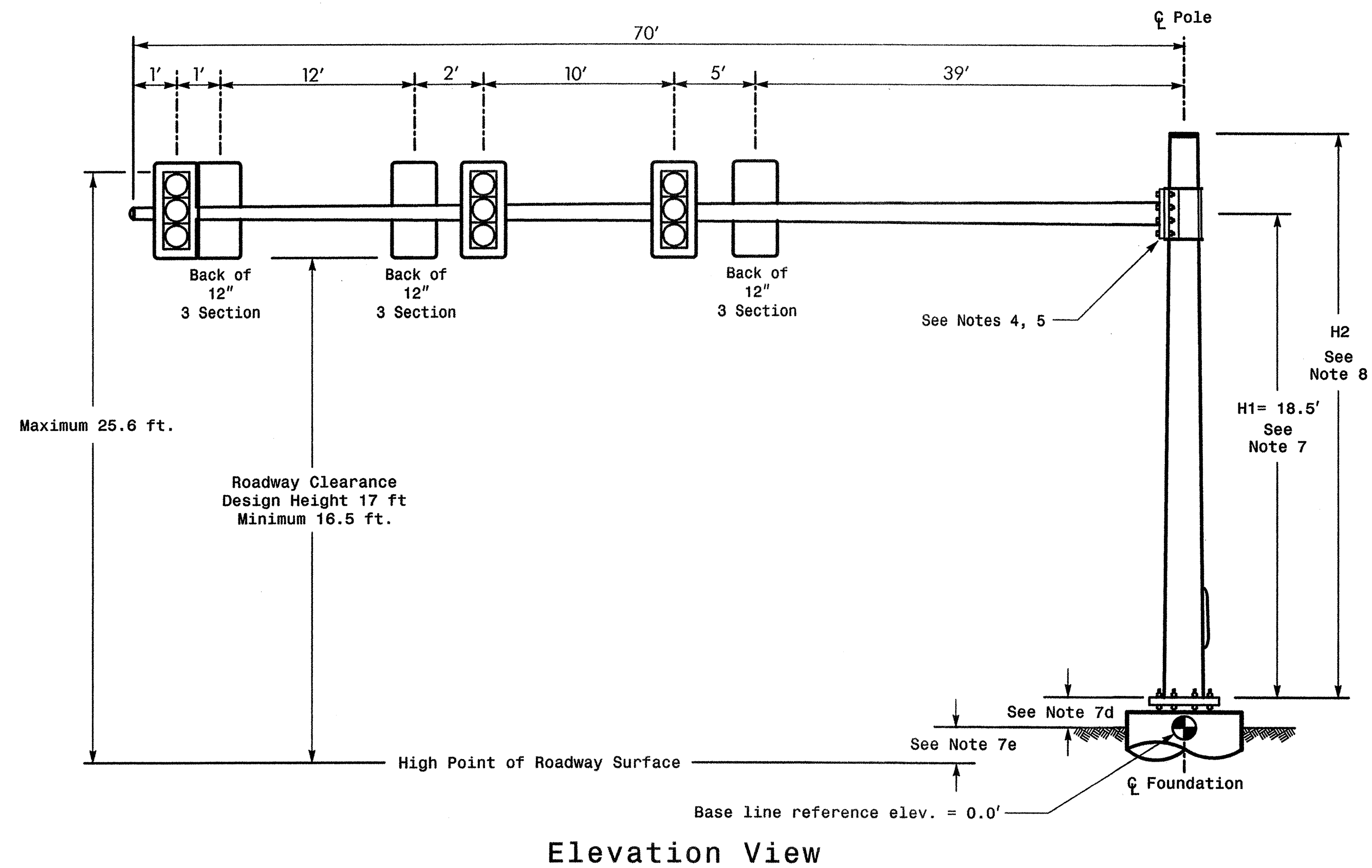
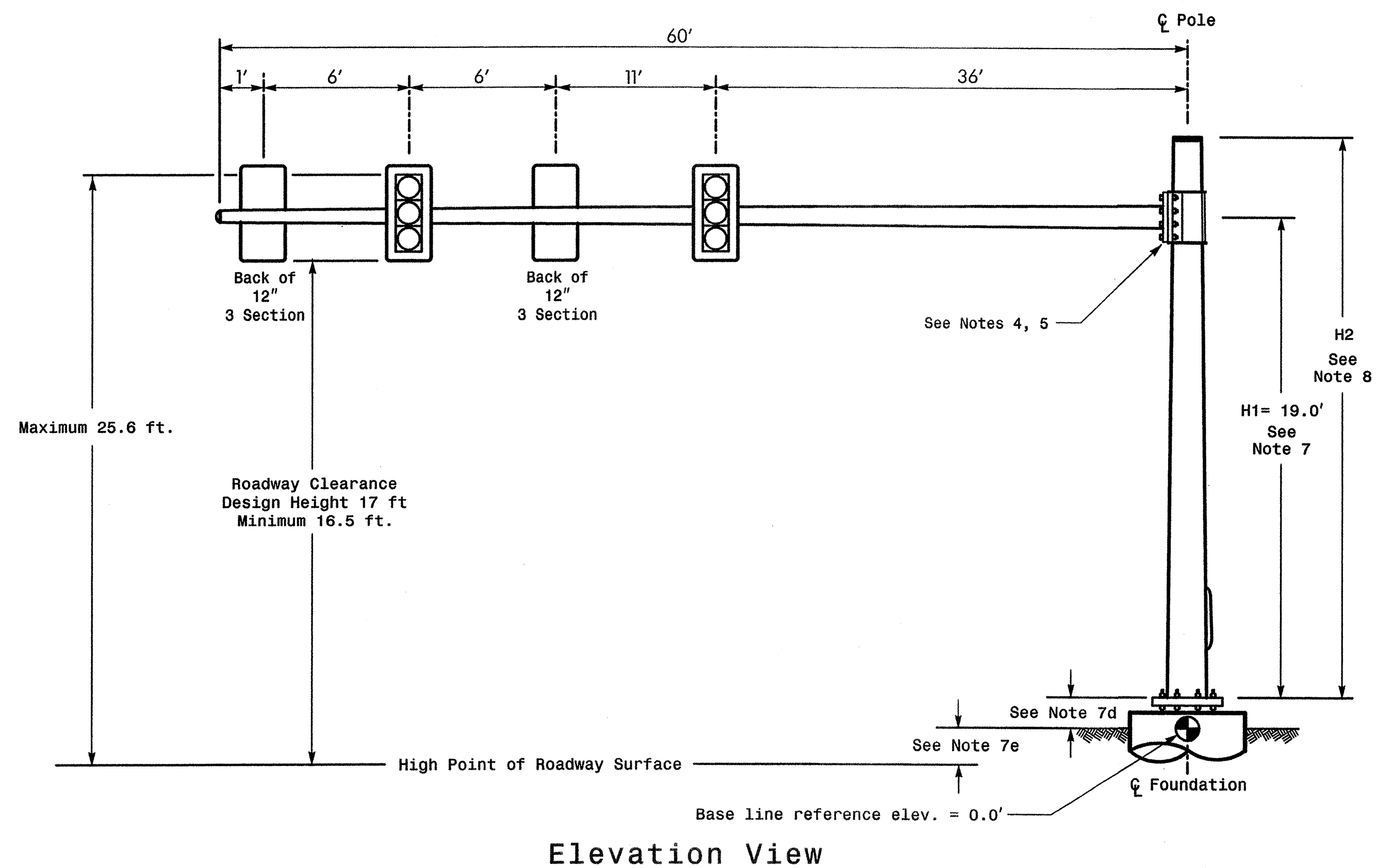


Design Loading for METAL POLE NO. 1



Design Loading for METAL POLE NO. 2

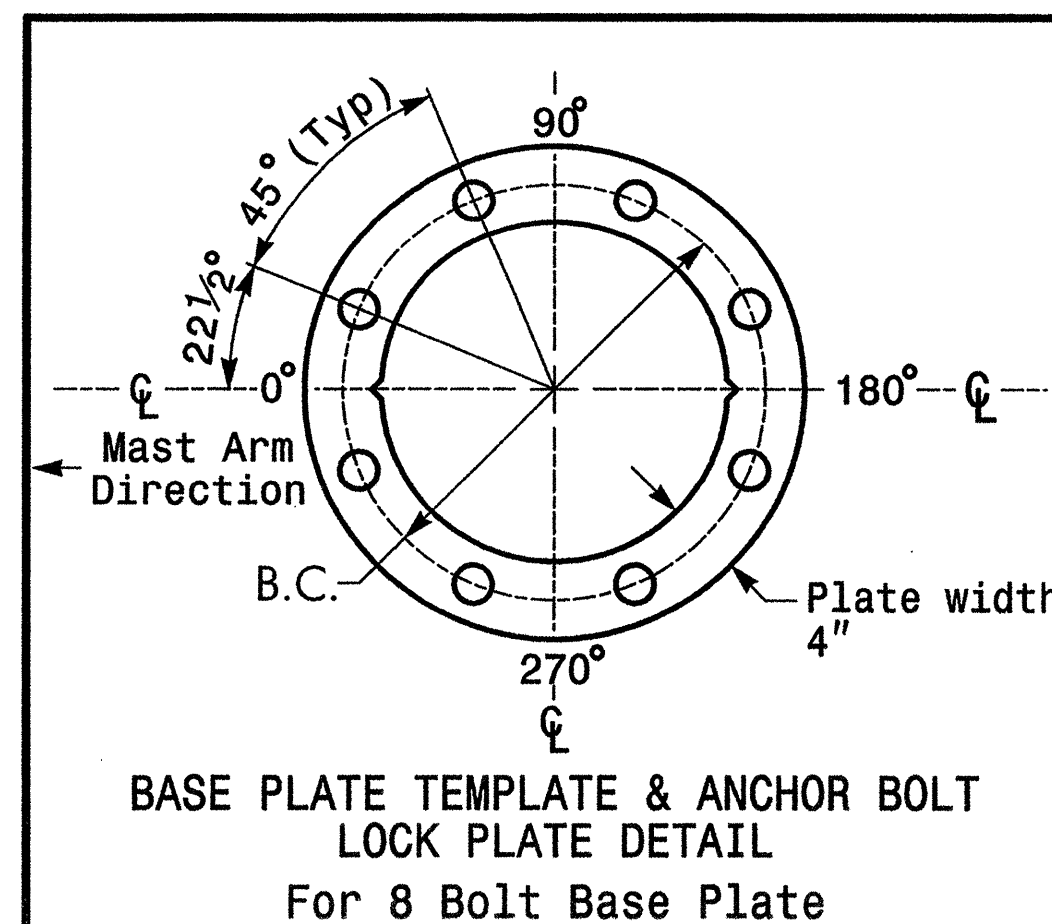
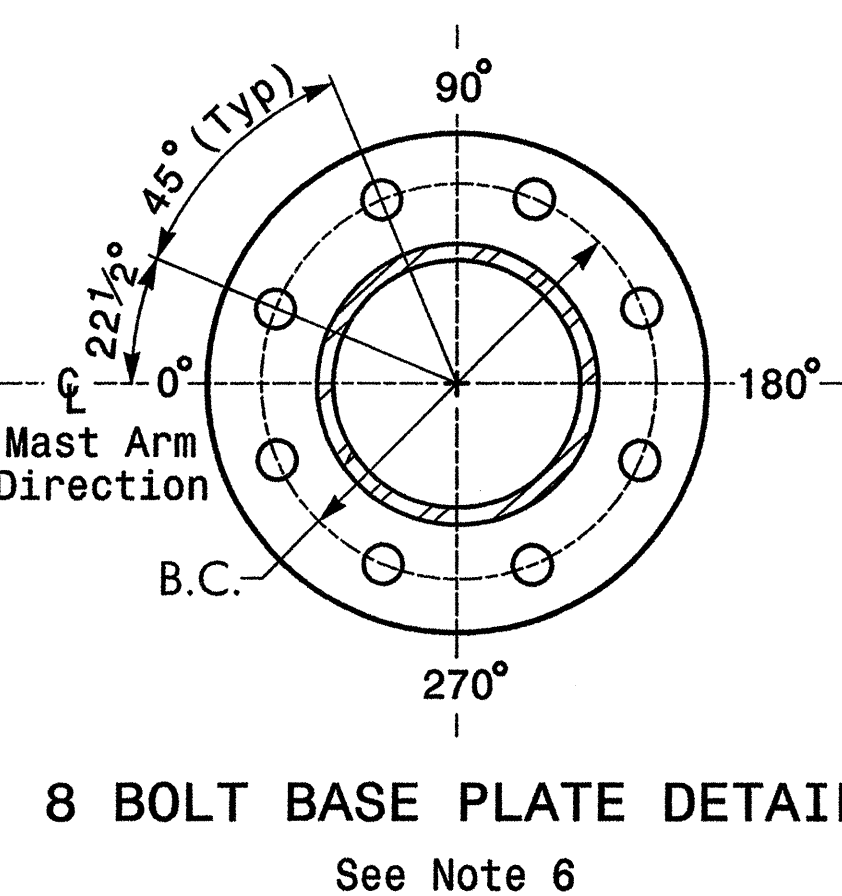
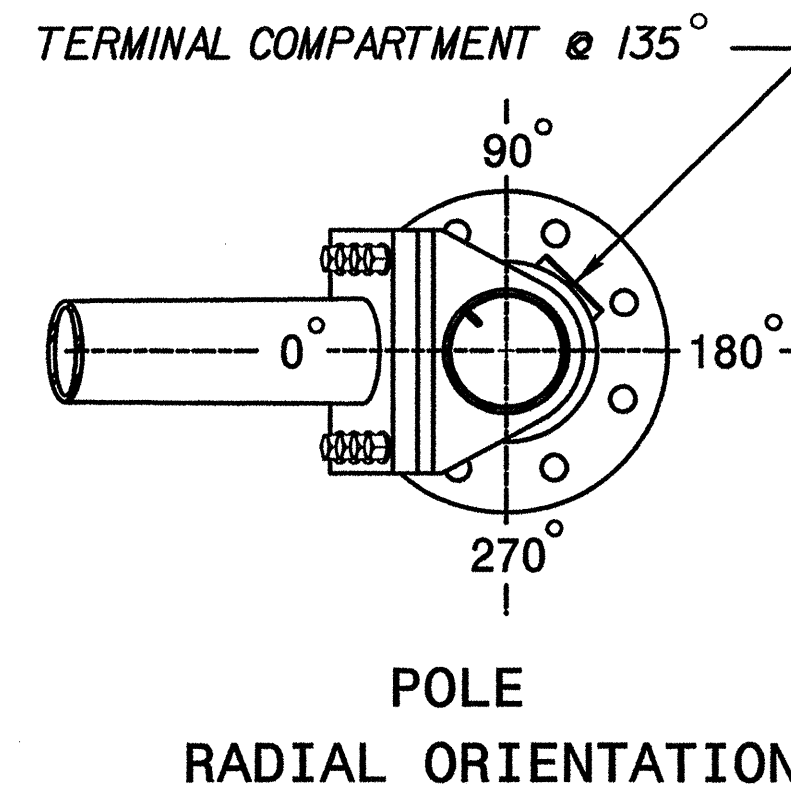


SPECIAL NOTE

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 Reference Point	Pole 1	Pole 2
Foundation @ ground level	0.0 ft.	0.0 ft.
High point of roadway surface	0.0 ft.	+0.5 ft.
Edge of travelway or face of curb	-0.5 ft.	0.0 ft.



METAL POLE No. 1 and 2

PROJECT REFERENCE NO.	SHEET NO.
B-3681	sig.8

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

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, including all of the latest interim revisions.
 - 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

Design Requirements

- 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.
- Maximum allowable CSR for all signal supports is 0.9.
- The camber design for mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
- A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection as long as the connection meets all of the design requirements. This is a high strength connection. Use Direct Tension Indicators (ASTM F959) for each bolt.
- Design base plate with 8 anchor bolt holes. Provide 2 inch x 66 inch anchor 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.
 - Refer to the Elevation Data chart for elevation differences between the proposed foundation ground level and the high point on the roadway.
- 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 Signals & Geometrics Structural Engineer for assistance at (919) 733-3915.
- 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.

NCDOT Wind Zone 3 (110 mph)

	US 301 Business (Centura Hwy) at SR 1542 (Airport Rd)/SR 1555		
	Division 04 Nash County Rocky Mount PLAN DATE: November 2004 REVIEWED BY: S.T. Franklin PREPARED BY: I.R. Terrell REVIEWED BY: C.A. Johnson	REVISIONS INIT. DATE	