

METAL	POLES	No.	1	and	2
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	MAST ARM LOADING SC	HEDU	LE	
loading symbol	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9 S.F.	36.0″W X 36.0″L	75 LBS
1	SIGN RIGID MOUNTED	5.0 S.F.	24.0″W X 30.0″L	11 LBS
2	SIGN RIGID MOUNTED	4.5 S.F.	36 . 0″W X 18 . 0″L	10 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS
Ð	CCTV CAMERA ଜୁ POLE-MOUNTED	1.6 S.F.	12 . 0″W X 74 . 4″L	45 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with: • The 1st Edition 2015 AASHTO LRFD "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions. • The 2024 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signalproject specialprovisions. • The 2024 NCDOT Roadway Standard Drawings.

• The traffic signal project plans and special provisions.

• The NCDOT "MetalPole Standards" located at the following NCDOT website:

https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

2. 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. 3. Design all signal supports using force ratios that do not exceed 0.9.

4. The camber design for the 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 shown as long as the connection meets all of the design

6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor 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. Signalheads are rigidly mounted and vertically centered on the mast arm.

c. The roadway clearance height for design is as shown in the elevation views.

d. The top of the pole base plate is 0.75 feet above the ground elevation.

e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground leveland the high point of the roadway.

8. The pole manufacturer will determine the total height (H2) of each pole using the greater of

• 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. 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 SignalDesign Section Senior StructuralEngineer for assistance at (919)814-5000.

10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signalheads over the roadway.

11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

PLANS PREPARED IN THE OFFICE OF:
KimleyHorn
NC License #F-0102
421 Fayetteville Street, Suite 600

PROJECT REFERENCE NO.

U-4913A

SHEET NO.

Sig. 2.2

Raleigh, NC 27601 (919) 677-2000

DOT Wind Zone	5 (110 mph)				DOCUMENT NOT CON FINAL UNLESS SIGNATURES COMI	ALL
Prepared for the Offices of:	SR 3174 (Id	lewild Ro	cad)		SEAL	
dige of NORTH CARD	Pedestrian H West of SR 3175 Davis Tra Division 10 Mecklenburg	(Stalling ace Drive	gs Ro e		SEAL 044434	ANT NA NUMBER
Dnoi Design Section	PLAN DATE: February 2025	REVIEWED BY: K	P Baum	ann	F. C. KNGINEER	A II
Greenfield Pkwy.Garner.NC 27529	PREPARED BY: SP Pennington	REVIEWED BY:			DocuSignetty:P. BAU	in
SCALE	REVISIONS		INIT.	DATE	Ken Barrow	
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