

PROJECT NO.	SHEET

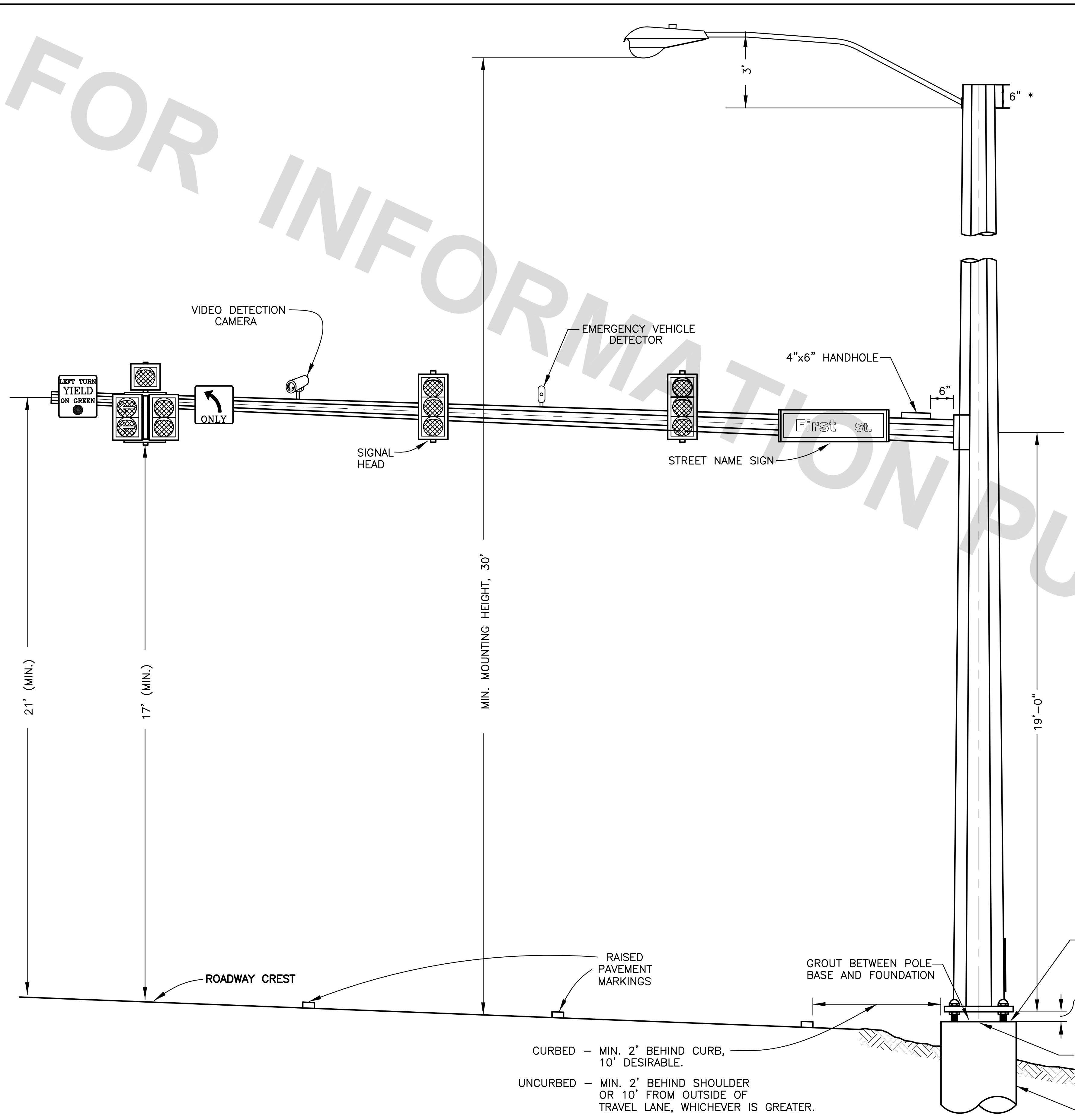
* PROPER CLEARANCES BETWEEN UTILITIES AND MAST ARM IN ACCORDANCE WITH THE NATIONAL ELECTRICAL SAFETY CODE.

GENERAL NOTES

- MATERIAL SHALL CONFORM TO THE FOLLOWING:
 - (A) SHAFT - A1011 - 50 KSI MIN.
 - (B) BASE PLATE - A36 MIN.
 - (C) ANCHOR BOLTS - ASTM F1554
 - (D) ANCHOR NUTS - A563 FINISH PATTERN
 - (E) ALL OTHER BOLTS - A325 OR A307
- FINISH:
 - (A) ENTIRE ASSEMBLY SHALL BE GALVANIZED PER ASTM A123.
 - (B) THREADED FASTENERS SHALL BE GALVANIZED PER ASTM A153.
- COUPLINGS LOCATED IN THE ARMS FOR WIRE ENTRANCE SHALL HAVE CONDUIT THREADS WITH REMOVABLE GALVANIZED STEEL PIPE PLUGS.
- SHAFT AND ARM SHALL BE STAMPED TO IDENTIFY "FIT" SIDE.
- ARMS OVER 40'-0" WILL BE MADE FROM TWO SECTIONS.
- THE STRUCTURAL DESIGN SHALL BE STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN THE STATE OF LOUISIANA AND IN ACCORDANCE WITH THE PROVISIONS OF THE ASSHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS (LATEST EDITION) USING THE FOLLOWING PARAMETERS.
 - (A) BASIC WIND SPEED : 130 MPH
 - (B) WIND IMPORTANCE FACTOR 1.00
 - (C) FATIGUE CATEGORY : II
 - (D) GALLOPING AND TRUCK INDUCED FATIGUE : NO
 - (E) NATURAL WIND GUST FATIGUE : YES
- THE MAXIMUM DEFLECTION AT THE TOP OF THE POLE UNDER DEAD LOAD CONDITIONS SHALL NOT EXCEED 2% OF POLE HEIGHT.
- STENCIL MATCHING SERIAL NUMBERS ON POLE SHAFTS AND MAST ARMS AND LUMINAIRE ARMS LOCATIONS PROVIDED BY TRAFFIC ENGINEERING DIVISION, LEGIBLE AFTER GALVANIZING.
- SERIAL NUMBER ASSIGNED BY CITY-PARISH AND INSTALLED BY MANUFACTURER.
- POLE SHAFT SIZED BY MANUFACTURER.

NOTE:

- MUTCD. SIGNS, SIGNALS, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST ADOPTED EDITION AND ALL SUBSEQUENT REVISIONS THERETO.
- HORIZONTAL ALIGNMENT. EACH SIGNAL HEAD SHALL BE AIMED WITHIN A MAXIMUM OF 3 DEGREES OF BEING PARALLEL TO THE APPROACH LANE TO WHICH IT APPLIES, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.
- WORKING LOAD CAPACITY. METAL STRAIN POLES SHALL HAVE A MINIMUM WORKING LOAD CAPACITY OF 4,000 POUNDS APPLIED ONE (1) FOOT BELOW TOP OF POLE, UNLESS OTHERWISE SPECIFIED.
- SIGNAL HEAD ALIGNMENT FOR MULTI THROUGH LANES SHALL BE CENTERED OVER EACH TRAVEL LANE.
- SIGNAL HEAD ALIGNMENT FOR EXCLUSIVE LEFT TURN LANES SHALL BE 2.5' TO THE LEFT OF CENTER.
- SIGNAL HEAD ALIGNMENT FOR SINGLE THROUGH LANES SHALL BE SPACED A MIN. OF 8' OR AS APPROVED BY THE PROJECT ENGINEER.
- SIGNAL HEAD ALIGNMENT FOR EXCLUSIVE RIGHT TURN LANES SHALL BE 2.5' TO THE RIGHT OF CENTER.
- IF THE LANES BELOW THE SIGNAL HEAD DO NOT ALIGN WITH THE APPROACH LANE, THEN SIGNAL HEADS SHALL BE POSITIONED TO SERVE AS AN ALIGNMENT GUIDE FOR THE CONTINUATION OF THE LANE IN ACCORDANCE WITH THE MUTCD.
- ALL EXPOSED WIRING SHALL BE NEAT AND CONSISTENT THROUGHOUT INTERSECTION.



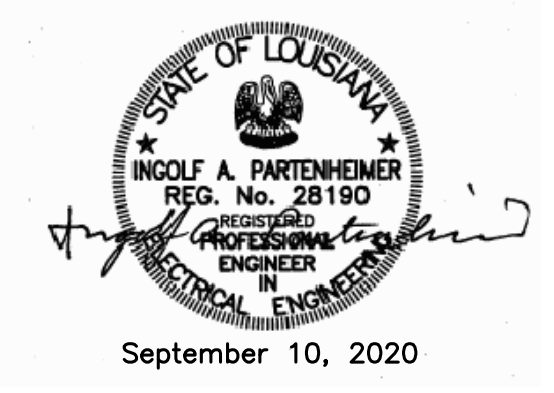
CURBED - MIN. 2' BEHIND CURB, 10' DESIRABLE.
 UNCURBED - MIN. 2' BEHIND SHOULDER OR 10' FROM OUTSIDE OF TRAVEL LANE, WHICHEVER IS GREATER.

TOP OF FOUNDATION ELEVATION SHALL BE SET TO 4" ABOVE HIGHEST ROADWAY ELEVATION.

4" ± 2" BOTTOM OF POLE BASE TO TOP OF FOUNDATION

PROVIDE 1/2" DRAIN HOLE IN GROUT

REFER TO 906-04, SHEETS 1, 2 AND 3 FOR FOUNDATION DETAILS



SINGLE ARM SHOWN (DOUBLE ARM SIMILAR)

STANDARD PLAN NO. 906-02	DATED September 10, 2019	SHEET NO. 1 OF 6
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**SIGNAL SUPPORT DETAILS
(MAST ARM TYPICAL LAYOUT)**

ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED T.E.D.	DRAWN G. VANNICE	CHECKED S. EDEL	APPROVED I. PARTENHEIMER

DATE	DESCRIPTION REVISIONS	BY