

**CANTILEVER SIGNAL AND SIGN SUPPORT NOTES
VAOT STANDARDS**

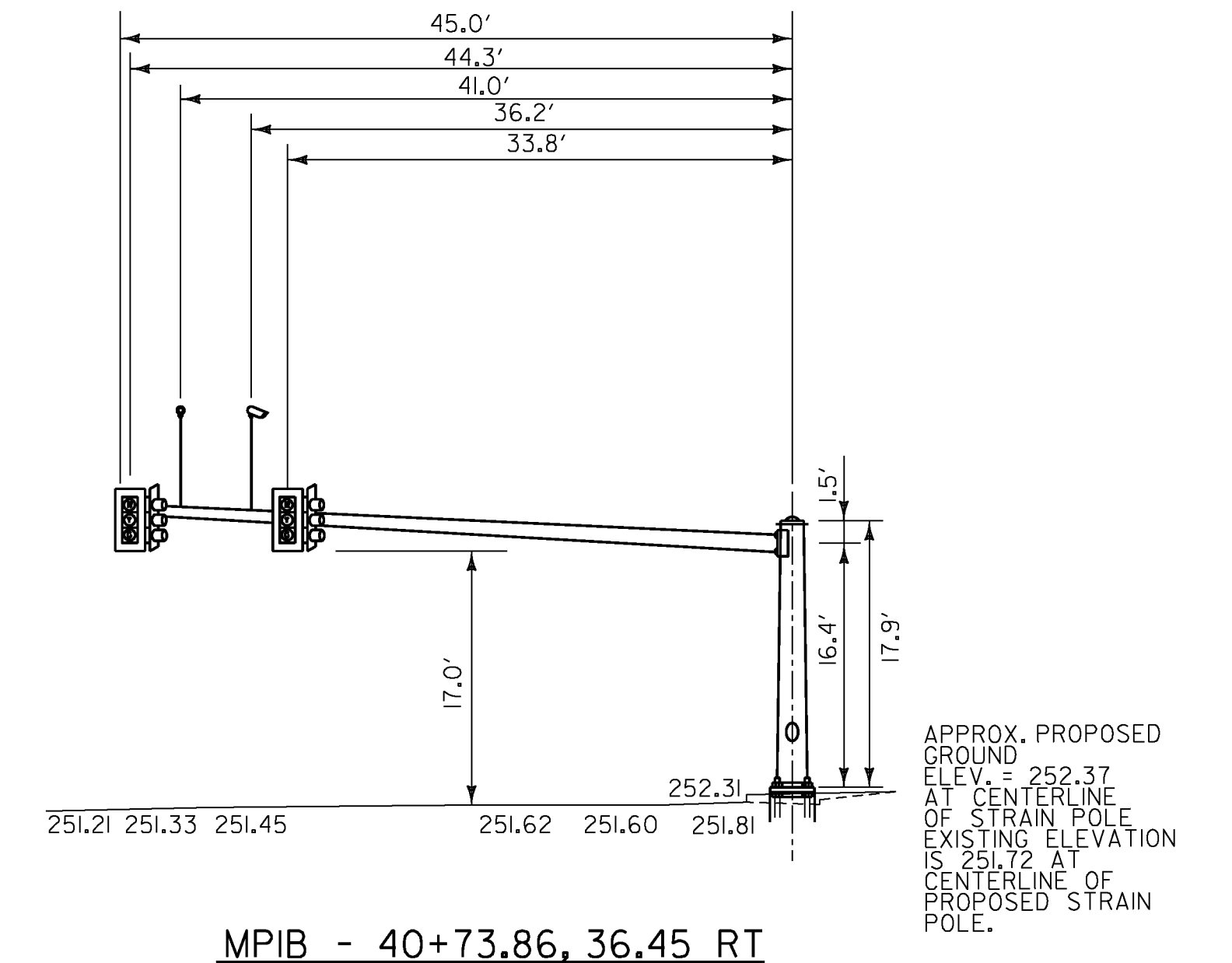
1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2006, WITH CURRENT MODIFICATIONS.
2. OVERHEAD SIGN/SIGNAL SUPPORTS SHALL CONFORM TO AASHTO'S PUBLICATION ENTITLED "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS", DATED 2009 AND ITS LATEST INTERIMS.
3. THE DESIGN CRITERIA SHALL TAKE INTO ACCOUNT THE FOLLOWING CRITERIA:
 - STRUCTURE CRITERIA**
DESIGN LIFE: 50 YEARS
WIND LOAD - 90 MPH, UNLESS SPECIAL SITE CONDITIONS DICTATE
ICE LOAD PER AASHTO'S PUBLICATION ENTITLED "STANDARD SPECIFICATIONS", DATED 2009
 - FATIGUE CRITERIA**
FATIGUE CATEGORY: 1 FOR MAST ARM SIGN STRUCTURES, 2 FOR SIGNAL MAST ARMS
VORTEX SHEDDING: INCLUDE
NATURAL WIND GUSTS: INCLUDE
TRUCK INDUCED WIND GUSTS: INCLUDE FOR ROADWAYS WHERE SPEED LIMIT IS 40 MPH OR GREATER
GALLOPING: DO NOT INCLUDE IN DESIGN CALCULATIONS
 - FOUNDATION CRITERIA**
CONCRETE: CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 501 FOR CONCRETE, HIGH PERFORMANCE CLASS B.
REINFORCING STEEL: REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SUBSECTION 713.01.
ALLOWABLE BEARING CAPACITY: -
INTERNAL SOIL FRICTION ANGLE: -
- SEE BRATTLEBORO STP 2000(24) GEOTECHNICAL REPORT BY THE VERMONT AGENCY OF TRANSPORTATION'S SOILS AND FOUNDATIONS SECTION DATED DECEMBER 29, 2009 WHICH IS INCLUDED IN THE CONTRACT DOCUMENTS FOR THIS PROJECT.
4. ANCHOR BOLTS
FOUR STAINLESS STEEL ANCHOR BOLTS WITH TWO HEXAGON NUTS, ONE WASHER AND ONE LOCK WASHER PER BOLT SHALL BE FURNISHED WITH EACH POLE. ANCHOR PLATES, WHEN USED, SHALL ALSO BE STAINLESS STEEL. MATERIALS SHALL MEET THE REQUIREMENTS OF SUBSECTION 714.09.
5. FLANGE BOLTS
ALL FLANGE BOLTS SHALL BE HIGH STRENGTH STEEL AND SHALL CONFORM TO SUBSECTION 714.05.
6. HORIZONTAL AND VERTICAL MEASURES
STEEL TUBES SHALL BE FORMED AND WELDED WITH ONE CONTINUOUS LONGITUDINAL WELD ONLY. AFTER FORMING AND WELDING THEY SHALL BE COLD ROLLED TO ENSURE UNIFORMITY OF SIZE AND SMOOTHNESS OF WELD. THERE SHALL BE NO TRANSVERSE WELDING EXCEPT AT THE FLANGE CONNECTIONS AND POLE BASE PLATES, WHERE THE TUBES SHALL TELESCOPE THE FLANGES AND PLATES AND BE CONTINUOUSLY WELDED BOTH SIDES INSIDE AND OUT TO WITHSTAND THE FULL TRANSFER OF THE BENDING STRENGTH TO THE BOLTS. OPTIONALLY, THE MEMBERS MAY BE A SERIES OF TWO OR THREE DIFFERENT DIAMETER PIPES WELDED TOGETHER. STEEL TUBES AND BASE PLATES SHALL MEET THE REQUIREMENTS OF SUBSECTION 752.02 (B).
7. GALVANIZING
ALL STEEL COMPONENTS, EXCEPT CONCRETE REINFORCING AND STAINLESS STEEL HARDWARE, ARE TO BE HOT DIPPED GALVANIZED AFTER FABRICATION. THE ASSEMBLIES SHALL BE DESIGNED AND FABRICATED TO PERMIT GALVANIZING ON ALL INTERIOR AND EXTERIOR SURFACES AND SHALL BE FREE OF POCKETS AND OTHER STRUCTURAL OBSTRUCTIONS THAT WILL NOT PERMIT PROPER DEPOSITION OF ZINC COATING. GALVANIZING SHALL BE IN ACCORDANCE WITH SUBSECTION 752.02 (B).
8. WELDING
ALL DESIGN DETAILS, WORKMANSHIP, PROCEDURES AND INSPECTION SHALL SHALL CONFORM WITH SUBSECTION 506.10.
9. FOUNDATIONS
 - A. FOUNDATIONS SHALL BE DESIGNED IN ACCORDANCE WITH THE MRE110-01 GUIDELINES ISSUED BY THE AGENCY.
 - B. FOUNDATIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES:
 1. A MINIMUM EMBEDMENT DEPTH OF 5 FEET SHALL BE USED FOR ALL SPREAD FOOTING FOUNDATIONS; MEASURED FROM THE GROUND SURFACE ELEVATION TO THE BOTTOM OF THE FOOTING ELEVATION.
 2. EXCEPT FOR THE UPPERMOST 2 FT. OF SOIL, DRILLED SHAFT FOUNDATIONS SHALL BE POURED AGAINST UNDISTURBED MATERIAL; THE TOP 2 FT. OF SOIL SHALL BE NEGLECTED FOR DESIGN PURPOSES. A DISPOSABLE CIRCULAR CONCRETE FORM, IF USED, SHALL NOT BE PLACED DEEPER THAN 2FT. IN ORDER NOT TO REDUCE THE FRICTION BETWEEN THE SOIL AND THE CONCRETE.
 3. AS AN ALTERNATIVE TO THE DRILLED HOLES, FOUNDATIONS MAY BE POURED IN EXCAVATED HOLES USING THE PROPER FORMS, WHICH MUST BE REMOVED. THE EXCAVATED HOLES SHALL BE AT LEAST 2 FT. CLEAR OF THE FOUNDATION SIDES AND 1 FT. DEEPER THAN THE FOUNDATION. CARE SHALL BE TAKEN TO AVOID EXCAVATING AROUND THE TOP OF THE FOUNDATION. DESIGN LIMITS AS FOR AN AUGURED FOUNDATION APPLY.
 4. BACKFILL MATERIAL PLACED ADJACENT TO THE FOUNDATION SHALL MEET THE REQUIREMENTS FOR GRANULAR BACKFILL FOR STRUCTURES, SUBSECTION 704.08. BACKFILL MATERIAL SHALL BE COMPACTED AS DESCRIBED IN SUBSECTION 204.08.

5. CONCRETE FOR THE FOUNDATION SHALL CONFORM TO THE REQUIREMENTS OF SECTION 501 FOR CONCRETE, HIGH PERFORMANCE CLASS B. IF DRILLED SHAFT FOUNDATIONS ARE REQUIRED, THE CONCRETE SPECIFICATIONS MAY NEED TO BE ADJUSTED FOR CONSTRUCTABILITY ISSUES, HOWEVER, IF REQUIRED, THE CONTRACTOR SHALL SUBMIT ANY CHANGES TO THE CONCRETE SPECIFICATION FOR REVIEW BY THE ENGINEER.
6. WHEN THE DESIGN DEPTH OF A FOUNDATION CANNOT BE OBTAINED DUE TO UNFORESEEN FIELD CONDITIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR THE MANUFACTURER TO OBTAIN A REVISED FOUNDATION DESIGN. SUCH A REVISION SHALL BE SUBMITTED TO THE STRUCTURES ENGINEER AND MAY REQUIRE UP TO A 4 WEEK REVIEW PERIOD BY VTRANS.
- C. SIGNALS/SIGNS SHALL BE INSTALLED AND LEVELED AND POLES SHALL BE PLUMB PRIOR TO PLACING GROUT UNDER POLE BASE. GROUT MATERIAL SHALL BE NON-SHRINKING MORTAR CONFORMING TO SUBSECTION 707.03.
10. EACH OVERHEAD TRAFFIC SIGNAL/SIGN SUPPORT SHALL BE GROUNDED. THE GROUND SHALL CONSIST OF:
 - A. AN INTERNAL GROUND LUG OPPOSITE THE HAND HOLE.
 - B. A #6 AWG (MIN.) SOFT DRAWN COPPER GROUNDING ELECTRODE CONDUCTOR.
 - C. A 5/8 IN. X 8 FT (MIN) COPPER CLAD GROUNDING ELECTRODE. THE RESISTANCE TO GROUND SHALL BE 25 OHMS OR LESS. ADDITIONAL GROUNDING ELECTRODES MAY BE REQUIRED (MINIMUM SPACING SHALL BE 6 FT).

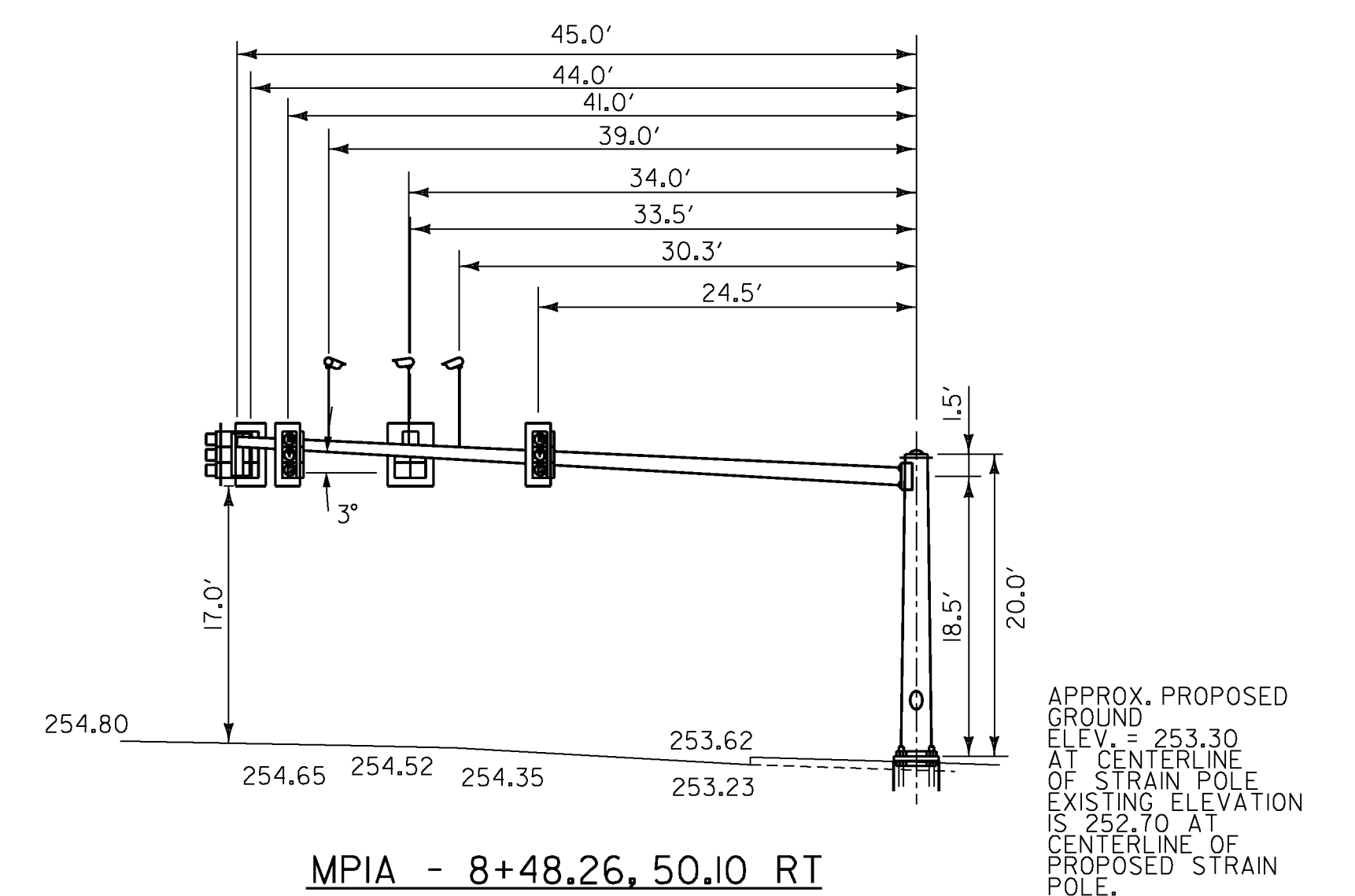
WHEN A POWER SERVICE, METER AND DISCONNECT ARE ATTACHED TO A POLE, THERE SHALL BE A CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE METER AND DISCONNECT WHICH MAY RUN INTERNAL TO THE UPRIGHT, THROUGH THE 1/2 IN. FLEXIBLE TUBING IN THE CONCRETE BASE TO THE REQUIRED GROUNDING ELECTRODE(S). THE GROUNDING ELECTRODE CONDUCTOR FROM THE POLE GROUNDING LUG, CONTROLLER CABINET AND/OR LUMINAIRE MAY ATTACH TO THIS CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT. THE CONTRACTOR SHALL PERFORM A RESISTANCE TO GROUND TEST ON THE CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT AND PROVIDE A WRITTEN STATEMENT TO THE AREA ELECTRICAL INSPECTOR THAT THE GROUNDING ELECTRODE CONDUCTOR IS CONTINUOUS FROM THE SERVICE METER AND DISCONNECT AND THE RESISTANCE TO GROUND IS 25 OHMS OR LESS.
11. HORIZONTAL MEMBERS SHALL BE CAMBERED AND THE VERTICAL POLES BACK RAKED (WHERE APPLICABLE) TO THE ANTICIPATED DEAD LOAD DEFLECTION PLUS THE CAMBER, IF ANY, SPECIFIED ON THE PLANS.
12. AN EQUIVALENT ALTERNATE DESIGN MAY BE SUBSTITUTED FOR THE DETAILS AND MATERIALS SHOWN.
13. THE DETAILS OF DESIGN FOR THE STRUCTURE AND FOUNDATION ARE TO BE SUPPLIED BY THE CONTRACTOR AND/OR BY THE MANUFACTURER. THE STRUCTURE SHALL BE DESIGNED TO RESIST THE MAXIMUM LOADING AS OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 2). ALL DESIGN CALCULATIONS FOR THE STRUCTURE AND THE FOUNDATION SHALL BE CHECKED AND STAMPED BY AN ENGINEER REGISTERED IN THE STATE OF VERMONT PRIOR TO SUBMITTAL OF THE FABRICATION DRAWINGS TO THE VERMONT AGENCY OF TRANSPORTATION.
14. THE CONTRACTOR SHALL SUBMIT THREE(3) COPIES OF THE DESIGN CALCULATIONS TO THE VERMONT AGENCY OF TRANSPORTATION, PROJECT MANAGER, SHOWING THE FOLLOWING INFORMATION FOR EACH OF THE VERTICAL AND HORIZONTAL COMPONENTS OF THE STRUCTURE AND FOUNDATION:
 - A. THE DESIGN AXIAL AND SHEAR FORCES AND BENDING AND TORSIONAL MOMENTS ACTING AT THE TOP OF THE FOUNDATION.
 - B. THE DESIGN AXIAL, BENDING AND SHEAR STRESSES AND THE COMBINED STRESS RATIO.
 - C. THE ALLOWABLE AXIAL, BENDING, AND SHEAR STRESSES.
 - D. ITEMS A, B, D SHALL BE SHOWN FOR EACH OF THE GROUP LOADINGS (I, II, III) AND FOR THE BASIC WIND LOAD APPLIED TO THE TWO CASES OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 2) SECTION 1.2.5 (D) (4).
 - E. FAILURE TO SUPPLY THE PROPER DESIGN INFORMATION SHALL BE CAUSE FOR REJECTION OF THE STRUCTURE.
 - F. A MINIMUM OF FOUR (4) WEEKS SHALL BE REQUIRED FOR REVIEW BY THE VERMONT AGENCY OF TRANSPORTATION.
 - G. EVERY MEMBER AND CONNECTION IN AN OVERHEAD TRAFFIC SIGN SUPPORT SHALL HAVE A MAXIMUM DESIGN RATIO OF 85% TO PROVIDE RESIDUAL CAPACITY FOR FUTURE MODIFICATIONS TO SIGN SIZE OR CONFIGURATIONS.
 - H. SEE SPECIAL PROVISIONS FOR THE MATERIAL AND RESEARCH ENGINEERING INSTRUCTIONS, MREI 10-01.
15. FABRICATION DRAWINGS (6 COPIES OF EACH) SHALL BE SUBMITTED TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION, PROJECT MANAGER FOR APPROVAL PRIOR TO FABRICATION. THE FABRICATION DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION:
 - A. DETAILED DRAWING OF EACH COMPONENT OF THE STRUCTURE.
 - B. MATERIAL SPECIFICATION FOR EACH COMPONENT OF THE STRUCTURE, EITHER BY COMPLETE SPECIFICATION OR REFERENCE TO APPLICABLE ASTM STANDARDS.
 - C. NOTATION OF PROJECT NAME, PROJECT NUMBER, ROUTE NUMBER, AND STRUCTURE STATIONING (TO BE INCLUDED ON EACH SHEET).
 - D. DETAILS FOR LOCATION OF SIGNS/SIGNALS AND ATTACHMENT HARDWARE FOR THE SUPPORT STRUCTURE.
 - E. ALL ELEVATIONS AND DIMENSIONS NECESSARY TO PROVIDE A COMPLETE SET OF RECORD PLANS.
 - F. DEAD LOAD DEFLECTION AND CAMBER INFORMATION.
 - G. WELDING DETAILS AND PROCEDURES ARE REQUIRED FOR ALL WELDS. PROCEDURES SHALL BE SUBMITTED FOR APPROVAL WITH REFERENCE TO EACH WELD IDENTIFIED ON THE FABRICATION DRAWINGS. (SEE SUBSECTION 506.10).

16. THE TRAFFIC SIGNALS SHALL BE MOUNTED TO THE ARM OR POLE USING A FIXED MOUNT SYSTEM, UNLESS OTHERWISE NOTED ON THE CROSS SECTION SHEET. FOR SIGNALS MOUNTED ON A MAST ARM, THE MAST ARM AND MOUNTING POINT SHALL BE IN THE MIDDLE OF THE SIGNAL HEAD.
17. BASE PLATES SHALL BE STAMPED WITH THE VERTICAL POLE DIAMETER, HEIGHT, YIELD STRENGTH, GAUGE AND THE HORIZONTAL MEMBER DIAMETER, LENGTH, YIELD STRENGTH, GAUGE, ALTERNATELY. THE INFORMATION MAY BE STAMPED ON A METAL TAG RIVETED TO THE POLE NEAR THE HAND HOLE.
18. SEE STANDARD E-171A FOR ADDITIONAL NOTES.
19. THE MAST ARMS, MAST ARM SHAFTS AND PEDESTALS ARE TO BE PAINTED BLACK. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.

VT ROUTES 119 AND 142 @ US 5 (MAIN STREET)



VT ROUTES 119 AND 142 @ US 5 (MAIN STREET)



NOTE : SEE SHEET 154 FOR ADDITIONAL INFORMATION

PROJECT NAME:	BRATTLEBORO	PLOT DATE:	4/8/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	V. KACOYANNAKIS
FILE NAME:	z08d044tr fbdr.dgn	CHECKED BY:	J. SOBEL
PROJECT LEADER:	KEN UPMAL	SHEET	156 OF 163
DESIGNED BY:	V. KACOYANNAKIS		
TRAFFIC SIGNAL SHEET	7		