LOADING & NOTES

WITH 70' TO 75' MASTARM SIGNAL POLE


2. Provide poles to accommodate the maximum length shown in the easement data with the given loads, dimensions, and material requirements.

3. This drawing shows loads (signs and signals) to be used by manufacturers when designing poles. It does not show actual loading of poles/mastarms on particular projects. This pole/mastarm design may be used without further analysis of the following conditions:
   - The guide sign (load 45) is attached to the mastarm base section and is not more than 5 traffic signs and/or signals are attached to the mastarm.
   - In these conditions are not met, this standard pole/mastarm design may only be used if design computations are submitted that demonstrate compliance to design criteria (note 1) using actual loads. Devices with less than 1 square foot of projected area may be added to the mastarm without causing a need for additional design computations.

4. The manufacturer is to determine yield and ultimate tensile strength using tabulated values. When using 2 pieces, place the longitudinal welded seams directly opposite one another. Transverse weld seams provided.

5. Fabricate pole tubes and mastarms from no more than 3 pieces of steel. When using 2 pieces, place the longitudinal welded seams directly opposite one another. Transverse weld seams provided.

6. Fabricate baseplate areas and connections according to the following:
   - Baseplate areas and connections shall be fabricated and welded according to the following:
   - Provide permanent tags on all pole sections per section 740 table 740-2 of the specifications. Provide a weather proof paper copy on all exposed sections of the structure.

7. The Department will accept damaged or defective poles for any of the following conditions:
   - The Department will accept damaged or defective poles for any of the following conditions:
   - Provide a weather proof paper copy on all exposed sections of the structure.

8. The Department will accept damaged or defective poles for any of the following conditions:
   - Provide a weather proof paper copy on all exposed sections of the structure.

9. To allow for guy wire, field shall be a 6' diameter access hole at each traffic signal head location. Insert the bolt and the horizontal axis of mastarm.

10. Install pole raised outward from plumb position so that the direction opposite the mastarm is such that the side of the pole opposite the mastarm is vertical.

11. Clean and remove dirt, rust, and other obstructions on all guy wire surfaces and threaded parts before assembly. Lubricate the threads of all bolts and nuts with lubricant containing a suitable additive. Tighten all bolts according to section 50 of the specifications.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

SIGNAL POLE
WITH 70' TO 75' MASTARM
LOADING & NOTES

Adapted as an Alaska Standard Plan by:
Carynad Monsen, P.E.
Chief Engineer
Adapted Date: 7/30/2021

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Next Code and Standards Review Date: 5/13/2023
UPPER SECTION OPTIONS

POST TOP STANDARD UPPPER BASE DETAIL

MASTARM SLIP SPlice ELEVATION DETAIL

POST TOP CONNECTING PLATE DETAIL

DAVIT UPPER SECTION BASE DETAIL

State of Alaska DOT&PF
ALASKA STANDARD PLAN
WITH 70' TO 75' MASTARM UPPER SECTION

Adopted as an Alaska Standard Plan by
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/26/2021

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