



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

AGENDA

July 21, 2011 Standards Committee Meeting

MEMORANDUM

July 11, 2011

TO: Standards Committee

FROM: Scott Trammell, Secretary

RE: Agenda for the July 21, 2011 Standards Committee Meeting

A Standards Committee meeting is scheduled for 9:00 a.m. on July 21, 2011 in the N955¹ Bay Window Conference Room. Please enter the meeting through the double doors directly in front of the conference room.

The following agenda items are listed for consideration

Page No.

A. GENERAL BUSINESS ITEMS

OLD BUSINESS

(No items on this agenda)

NEW BUSINESS

(No items on this agenda)

B. CONCEPTUAL PROPOSAL ITEMS

1. LIGHTWEIGHT CONCRETE IN PRESTRESSED CONCRETE BEAMS

page 04

C. STANDARD SPECIFICATIONS, SPECIAL PROVISIONS AND STANDARD DRAWINGS PROPOSED ITEMS

OLD BUSINESS

¹ Corrected on July 12, 2011

<u>Item No.</u>	<u>04(b)</u>	<u>04/19/11 (2012 SS)</u>	<u>Mr. Walker</u>	<u>page 05</u>
503.02			Materials	
503.04			Dowel Bar Assemblies	
506.02			Materials	
507.02			Materials	

NEW BUSINESS

<u>Item No.</u>	<u>01</u>	<u>07/21/11 (2012 SS)</u>	<u>Mr. Wright</u>	<u>page 10</u>
805.03			General Requirements	
805.04			Pole Installation	
805.05			Placing Signal Heads	
805.13			Foundations	
805.15			Method of Measurement	
805.16			Basis of Payment	
Recurring Special Provision				
922-T-168				
Standard Drawings				
805-TSCS-01			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE SIGNAL ARM DIMENSIONS & DETAILS</i>	
805-TSCS-02			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE POLE DIMENSIONS AND DETAILS ELEVATION</i>	
805-TSCS-03			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE BASE PLATE, BOTTOM SPLICING PLATE DETAILS</i>	
805-TSCS-04			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE SIGNAL ARM CONNECTION DETAILS</i>	
805-TSCS-05			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE HANDBOLE DETAILS</i>	
805-TSCS-06			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE PLACEMENT OF SIGNALS AND SIGNS LOADING FOR ARM 35' OR LESS</i>	
805-TSCS-07			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE PLACEMENT OF SIGNALS AND SIGNS LOADING FOR ARMS > 35' TO 60'</i>	
805-TSCS-08			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM DIMENSIONS & DETAILS</i>	
805-TSCS-09			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION POLE DIMENSIONS AND DETAILS ELEVATION</i>	
805-TSCS-10			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM CONNECTION DETAILS</i>	
805-TSCS-11			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION POLE SPLICE DETAILS FOR ARMS 35' OR LESS</i>	
805-TSCS-12			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION POLE SPLICE DETAILS FOR ARMS > 35' TO 60'</i>	
805-TSCS-13			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM LOADING FOR 35' ARM OR LESS</i>	
805-TSCS-14			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM LOADING FOR ARMS > 35' TO 60'</i>	
805-TSCS-15			<i>TRAFFIC SIGNAL CANTILEVER STRUCTURE DRILLED SHAFT FOR ARMS 35' OR LESS TYPE A</i>	

(CONTINUED)

805-TSCS-16

*TRAFFIC SIGNAL CANTILEVER STRUCTURE
DRILLED SHAFT FOR ARMS > 35' TO 60'
TYPE B*

805-TSCS-17

*TRAFFIC SIGNAL CANTILEVER STRUCTURE SPREAD
FOUNDATION FOR ARMS 35' OR LESS TYPE C
TRAFFIC SIGNAL CANTILEVER STRUCTURE SPREAD
FOUNDATION FOR ARMS > 35' TO 60' TYPE D*

Indiana Design Manual
Chapter 77-4.03

Signal Mounting

Item No. 02 07/21/11 (2012 SS)

Mr. Walker

page 39

406.02

Materials

507.05 (b)

Partial Depth Patching

902.01 (b)

Asphalt Emulsions

cc: Committee Members (11)
FHWA (1)
ICA (1)

CONCEPTUAL PROPOSAL

1. LIGHTWEIGHT CONCRETE IN PRESTRESSED CONCRETE BEAMS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: INDOT has used semi-lightweight concrete in prestressed concrete beams in order to reduce the weight of the beam. The reduction in weight would allow the span of the beam to be increased. The ad-hoc committee assembled to write a recurring special provision for this material found that there were only a couple of states that use semi-lightweight concrete. The majority of states use lightweight concrete. The ad-hoc committee also found research that indicated that the actual increases in span were negligible, approximately three percent. Designers were of the opinion that the increases in span were much greater but in many cases these increases were due to under estimating the actual weight of the concrete and neglecting the weight of the steel reinforcing and the prestressing strands. Some designers may also have overlooked the reduction factors which the AASHTO Bridge Design Specifications require when using lightweight concrete.

PROPOSED SOLUTION: Through the direction of the Standards Committee, it is proposed that the ad-hoc committee assembled to produce a recurring special provision for semi-lightweight concrete be approved to develop a recurring special provision for lightweight concrete. Lightweight concrete has a unit weight of 90 to 115 lb/ft³ compared to normal weight concrete with a density of 140 to 150 lb/ft³. The concrete mixture is made with lightweight coarse aggregate and in most cases the fine aggregate is a lightweight product as well. The lightweight aggregates are typically expanded shale, clay or slate materials that have been fired in a rotary kiln to develop a porous structure. Other products such as air cooled blast furnace slag are also used. There are several research projects and state specifications that can aid the ad-hoc committee in selecting the desired mix design to obtain a lightweight concrete that provides an efficient strength-to-weight ratio and provide significant advantages over semi-lightweight concrete.

APPLICABLE STANDARD SPECIFICATIONS: 707

APPLICABLE STANDARD DRAWINGS: N.A.

APPLICABLE DESIGN MANUAL SECTION: N.A.

APPLICABLE SECTION OF GIFE: N.A.

APPLICABLE RECURRING SPECIAL PROVISIONS: Create new 707 RSP

PAY ITEMS AFFECTED: None

Submitted By: Randy Strain

Title: Bridge Standards and Policy Engineer

Organization: INDOT Technical Support

Phone Number: 232-3339

Date: 06-23-11

APPLICABLE SUB-COMMITTEE ENDORSEMENT: ASCE-INDOT Structural Subcommittee

SPECIFICATION REVISIONS

(OLD BUSINESS ITEM)

REVISION TO STANDARD SPECIFICATIONS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: The following PCCP items require revisions to section 503:

1. Dowel Bar Protection (503.02, 506.02, 507.02) - The requirements for exposure of bent and straight tie bars from ultraviolet light and moisture for no more than 21 days are also applied for dowel bars. Epoxy coatings commonly used for dowel bars are not sensitive to ultraviolet light or moisture for periods much longer than the 21 days. With anticipation that a very large number of dowel bars will be needed for upcoming concrete projects and that the dowel bars will be commonly stored for more than 21 days, the 21 day restriction should be removed. The other requirements of being free of dirt, loose rust, or scale at the time of concrete placement will still apply. The Project Engineer will have the option of testing the dowel bars if there is suspect that the epoxy coating has been damaged by ultraviolet light.
2. Tie Wires (503.04) - Tie wires which parallel the dowel bars and are welded to the two continuous parallel spacer bars are required to be cut near the center of the tie after the dowel bar assembly is secured in place. The intent of this requirement is to eliminate or reduce the potential of the tie wires to lock the joint, or for the wires to cause micro-surface cracks in the early ages of the concrete. Recent studies have indicated that the tie wires themselves will yield or the welds holding the wires to the basket will fail before they cause damage to the concrete or lock the joint. The benefit of not cutting the tie wires is that uncut tie wires keep the dowels and dowel baskets in better alignment, and more resistant to deflection while paving resulting in smoother pavement.

PROPOSED SOLUTION: The following revisions are recommended to be authorized and made effective by a Recurring Special Provision.

1. Remove the 21 day restrictions for protecting the dowel bars from ultraviolet light and moisture and add the option for the Engineer to sample and test the dowel bars if there is suspect that there is ultraviolet damage.
2. Remove the requirement to cut the tie wires prior to the placement of the concrete. Add a requirement for the maximum size and number of tie wires.

APPLICABLE STANDARD SPECIFICATIONS: 503.02, 506.02, 507.02, and 503.04

APPLICABLE STANDARD DRAWINGS: None

APPLICABLE DESIGN MANUAL SECTION:

APPLICABLE SECTION OF GIFE: Section 8

Mr. Walker
Date: 07/21/11

SPECIFICATION REVISIONS

(OLD BUSINESS ITEM)

REVISION TO STANDARD SPECIFICATIONS

(CONTINUED)

APPLICABLE RECURRING SPECIAL PROVISIONS: None

Submitted By: Ron Walker

Title: Manager, Office of Materials Management

Organization: INDOT

Phone Number: 317-610-7251 x 204

Date: 7-11-11

APPLICABLE SUB-COMMITTEE ENDORSEMENT? These specification revisions are recommended by the INDOT/PCCP Technical Committee.

REVISION TO STANDARD SPECIFICATIONS

(OLD BUSINESS ITEM)

SECTION 503 – PCCP JOINTS

503.02 MATERIALS

503.04 DOWEL BAR ASSEMBLIES

SECTION 506 – PCCP PATCHING

506.02 MATERIALS

SECTION 507 – PCCP RESTORATION

507.02 MATERIALS

The Standards Specifications are revised as follows:

SECTION 503, BEGIN LINE 25, DELETE AS FOLLOWS:

The epoxy coating on the ~~dowel bars~~ and bent and straight tie bars shall be protected in accordance with 703.04.

SECTION 503, BEGIN LINE 174, DELETE AND INSERT AS FOLLOWS:

- (c) Suitable struts or ties *wires* shall be provided to hold the assembly in correct position during installation. *The tie wires shall be size W 7.5 (7 mm) or smaller and there shall be a maximum of 5 tie wires for each dowel bar assembly.*
- (d) The assembly shall have an upright support welded to the spacer bar and a continuous bearing member at the end of each dowel.
- (e) If the upright support consists of a single vertical wire, the support shall be size W 7.5 (7 mm) or greater wire. Otherwise, the support shall be 1/4 in. (6 mm) or greater in diameter.
- (f) *At the time of placement, dowel bars shall be free of dirt, loose rust, or scale. If the Engineer suspects the epoxy coating has been damaged by exposure to ultraviolet light, a sample will be obtained and will be tested in accordance with 910.01(b)9.*
- (fg) The dowel bar assembly shall be held securely in place during placing, consolidating, and finishing the PCCP by means of metal pins. Pins used on granular subbase shall penetrate a minimum of 12 in. (300 mm) below the dowel bar assembly. Pins shall be size W 7.5 (7 mm) or greater wire and shall be provided with a hook or arm welded to the pin so that it shall secure the assembly in place. A minimum of 8 pins shall be used for each 10, 11, or 12 ft (3.0, 3.4, or 3.7 m) section of assembly. A minimum of 10 pins shall be used for assembly sections greater than 12 ft (3.7 m) and less than or equal to 16 ft (4.9 m).
- (gh) After the dowel bar assembly is securely in place, all tie wires which parallel the dowel bars, and are welded to the 2 continuous parallel spacer bars, shall be cut near the center of the tie. Dowel bars shall be coated with a bond breaking material and the coating shall be evident at the time of placement of the PCCP.
- (hi) Dowel bars shall be placed 6 in. (150 mm) from the edges of the pavement and spaced at 1 ft (0.3 m) on center across the joint.

REVISION TO STANDARD SPECIFICATIONS

(OLD BUSINESS ITEM)

SECTION 503 - PCCP JOINTS

503.02 MATERIALS

503.04 DOWEL BAR ASSEMBLIES

SECTION 506 - PCCP PATCHING

506.02 MATERIALS

SECTION 507 - PCCP RESTORATION

507.02 MATERIALS

SECTION 506, BEGIN LINE 29, DELETE AND INSERT AS FOLLOWS:

~~The epoxy coating on the dowel bars shall be protected in accordance with 703.04. Dowel bars shall be in accordance with 503.04(f).~~

SECTION 507, BEGIN LINE 19, DELETE AND INSERT AS FOLLOWS:

~~The epoxy coating on the dowel bars shall be protected in accordance with 703.04. Dowel bars shall be in accordance with 503.04(f).~~

AGENDA

COMMENTS AND ACTION

(OLD BUSINESS ITEM)

503.02 MATERIALS
 503.04 DOWEL BAR ASSEMBLIES
 506.02 MATERIALS
 507.02 MATERIALS

Motion:	Action:
Second:	<input type="checkbox"/> Passed as Submitted
Ayes:	<input type="checkbox"/> Passed as Revised
Nays:	<input type="checkbox"/> Withdrawn
Standard Specifications Sections affected:	<input type="checkbox"/> 20 Standard Specifications Book <input type="checkbox"/> Revise Pay Items List <input type="checkbox"/> Create RSP (No. _____) Effective _____ Letting RSP Sunset Date: _____
503.02 pg 325; 503.04 pg 328; 506.02 pg 335; 507.02 pg 343.	
Recurring Special Provision affected:	<input type="checkbox"/> Revise RSP (No. _____) Effective _____ Letting RSP Sunset Date: _____
NONE	
Standard Sheets affected:	<input type="checkbox"/> Create RPD (No. _____) Effective _____ Letting
NONE	
Design Manual Sections affected:	<input type="checkbox"/> Technical Advisory
NONE	
GIFE Sections cross-references:	Standard Drawing Effective _____ <input type="checkbox"/> Create RPD (No. _____) Effective _____ Letting <input type="checkbox"/> Technical Advisory GIFE Update Req'd? Y _____ N _____ By _____ Addition or _____ Revision
SECTION 8	
	Frequency Manual Update Req'd? Y _____ N _____ By _____ Addition or _____ Revision
	Received FHWA Approval? _____

SPECIFICATION REVISIONS

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Existing Signal Mast Arm standard drawings doesn't meet the latest AASHTO code requirements.

PROPOSED SOLUTION: New Signal Cantilever Structures and foundation standard drawings were developed meeting the latest AASHTO code (2009 fifth edition) requirements.

APPLICABLE STANDARD SPECIFICATIONS: 805, 922

APPLICABLE STANDARD DRAWINGS: New Standard Drawings 805-TSCS-01 thru 18

APPLICABLE DESIGN MANUAL SECTION: 77-4.03

APPLICABLE SECTION OF GIFE: N.A.

APPLICABLE RECURRING SPECIAL PROVISIONS: 805-T-169, 922-T-168

PAY ITEMS AFFECTED: Revision to the related pay items is in the attached 805 section.

Submitted By: John Wright

Title: Director of Highway and Tech Support

Organization: INDOT

Phone Number: 317-232-5147

Date: 6/22/2011

APPLICABLE SUB-COMMITTEE ENDORSEMENT: Ad hoc review by industry, subcommittee from INDOT traffic section, Traffic System Division.

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

SECTION 805 – TRAFFIC SIGNALS

805.03 GENERAL REQUIREMENTS

805.04 POLE INSTALLATION

805.05 PLACING SIGNAL HEADS

805.13 FOUNDATIONS

805.15 METHOD OF MEASUREMENT

805.16 BASIS OF PAYMENT

(Underlined changes have been approved on May 05, 2008)

The Standard Specifications are revised as follows:

SECTION 805, BEGIN LINE 79, DELETE AND INSERT AS FOLLOWS:

All existing painted signal equipment to be reused, such as pedestals, bases, controller cabinets, signal heads, signal weatherheads, pipe arms, shall be cleaned and painted with 2 coats of highway yellow enamel. Aluminum poles and ~~mast arm~~*signal support structures* shall not be painted.

SECTION 805, BEGIN LINE 146, DELETE AND INSERT AS FOLLOWS:

805.04 Pole Installation

Working drawings for strain poles or cantilever structures shall be provided in accordance with 105.02. Metal poles shall be erected on concrete foundations and shall be reasonably plumb after installation of signal heads. The handhole side of the pole shall be at right angles to the direction of the ~~mast~~*signal cantilever* arm or span, catenary, and tether. Signal cables shall be brought up inside the poles. Any steel pole, ~~mast~~*signal cantilever* arm, or hardware not galvanized or painted with baked enamel shall be painted with 2 coats of rust inhibiting aluminum paint. Paint shall be applied in accordance with 619 with the exception that commercial blast cleaning of the steel will not be required. All rust, scale, and dirt shall be cleaned from the metal surface so that paint adheres to the surface.

SECTION 805, BEGIN LINE 162, DELETE AND INSERT AS FOLLOWS:

805.05 Placing Signal Heads

~~Mast~~ *Signal cantilever* arm and span mounted signal heads shall have 17 ft (5.2 m) minimum and 19 ft (5.8 m) maximum clearance over the roadway unless there are visual obstructions which require lowering the signal head. A signal head over the roadway shall not have a clearance of less than 15 ft (4.6 m). Such signal heads shall be located over the intersection as shown on the plans. Such signal heads shall have a

SECTION 805, BEGIN LINE 436, DELETE AND INSERT AS FOLLOWS:

805.13 Foundations

Foundations for traffic signal ~~poles~~*structures*, cabinets, and pedestals of the type specified shall be constructed, or existing M foundations shall be modified, as shown on the plans or as directed. Pedestal bases shall be plumb and firmly attached to the anchor bolts either by using leveling nuts or shims if top of the foundation is not level. Grouting shall be used when necessary to fill any gap between pedestal base and foundation. Pipe pedestals shall be screwed tightly into the bases and secured with a stainless steel pin. Power and signal cables shall then be pulled from the base into the cabinet. Curing of concrete shall be in accordance with 702.22.

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

SECTION 805 – TRAFFIC SIGNALS

805.03 GENERAL REQUIREMENTS

805.04 POLE INSTALLATION

805.05 PLACING SIGNAL HEADS

805.13 FOUNDATIONS

805.15 METHOD OF MEASUREMENT

805.16 BASIS OF PAYMENT

SECTION 805, BEGIN LINE 458, INSERT AS FOLLOWS:

805.15 Method of Measurement

Traffic signal head, pedestrian signal head, pedestrian push button, controller cabinet foundation, M foundation modified to P-1 foundation signal steel strain pole, signal wood pole, signal cantilever structure, *signal cantilever structure combination arm*, *signal cantilever structure pole section 2*, *signal cantilever structure foundations*, signal support foundation, signal service, disconnect hanger, magnetometer detector, microloop detector, loop detector delay amplifier, *loop detector delay counting amplifier*, *loop detector rack*, *auxiliary BIU panel*, signal handhole, signal detector housing, span catenary and tether, and span catenary for flasher will be measured by the number of units installed.

SECTION 805, BEGIN LINE 493, INSERT AS FOLLOWS:

If specified as pay items, traffic signal controller and cabinet, traffic signal head, pedestrian signal head, pedestrian push button, controller cabinet foundation, M foundation modified to P-1 foundation, signal steel strain pole, signal wood pole, signal cantilever structure, *signal cantilever structure combination arm*, *signal cantilever structure pole section 2*, *signal cantilever structure foundations*, signal support foundation, signal pedestals, signal service, disconnect hanger, magnetometer detector, microloop detector, loop detector delay amplifier, *loop detector delay counting amplifier*, *loop detector rack*, *auxiliary BIU panel*, signal handhole, signal detector housing, span catenary and tether, and span catenary for flasher will be paid for at the contract unit price per each. Conduit of the type specified, signal cable, interconnect cable, electrical signal cable, loop lead-in cable, and saw cut for roadway loop detector and sealant will be paid for at the contract unit price per linear foot (meter).

SECTION 805, AFTER LINE 540, DELETE AND INSERT AS FOLLOWS:

Signal Cantilever Structure, Mast Arm _____ ft (m) EACH

length

Signal Cantilever Structure, _____ ft (m) Signal Arm _____ EACH

length

length

Signal Cantilever Structure, Combination Arm _____ ft (m) EACH

length

Signal Cantilever Structure, Drilled Shaft Foundation, _____ EACH

type

Signal Cantilever Structure, Pole Section 2 (17 in. diameter pole) EACH

Signal Cantilever Structure, Pole Section 2 (24 in. diameter pole) EACH

Signal Cantilever Structure, Spread Footing Foundation, _____ EACH

type

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

RSP 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT

(Only affected sections of the 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT

are shown. Proposed changes shown: deletion – strikethrough; addition - underlined.

Basis for Use: Required for all contracts with 805 pay items).

922-T-168, BEGIN LINE 1075, DELETE AND INSERT AS FOLLOWS:

922.08 Mid-Mast Signal Cantilever Arm Mount Signal Bracket

The bracket shall permit the following 4 adjustments:

- (a) *rotational adjustment about bracket axis;*
- (b) *vertical adjustment;*
- (c) *rotational adjustment about mast arm; and*
- (d) *rotational adjustment right and left from vertical plane*

922-T-168, BEGIN LINE 1095, DELETE AND INSERT AS FOLLOWS:

All electrical wiring shall be concealed within the bracket, except that which runs from the bracket to the mast signal cantilever arm.

922-T-168, BEGIN LINE 1272, DELETE AND INSERT AS FOLLOWS:

(c) Signal Cantilever Structures

1. General

A signal cantilever structure shall be designed in accordance with AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, except where modified herein.

For special designs, ~~W~~here the manufacturer has wind tunnel test data, they may use drag coefficients based on actual tests. Otherwise, the manufacturer shall use the drag coefficients in Table 1.2.5e as indicated below.

2. Signal Support

The cantilever traffic signal pole and ~~mast arms~~ shall be designed in accordance with the standard drawings. Structure requiring special designs shall to support the loads in accordance with the plans in a 80 mph (129 km/h) wind with gusts to 104 mph (167 km/h). Loading shall assume die-cast aluminum heads utilize the following design conditions unless otherwise noted.

a. 90 mph (145 km/h) wind

b. 50 years service life

c. Category II fatigue except as noted below

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

RSP 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT

- d. Category I fatigue for 55 ft and 60 ft arms when the 1 direction ADT exceeds 10,000 vpd and the speed limit exceeds 35 mph (56 km/h)
- e. Galloping included
- f. Truck gusts included with 60 mph (97 km/h) truck speed
- g. Back plates included on signals
- h. Cd for structure members equals to 1.1 for fatigue and in accordance with AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries, and Traffic Signals for working loads, Table 3-6.

A special design shall be required for arms exceeding the number of signal heads, number of signs or sign area shown on the loading diagrams on the standard drawings. Three signal heads may be placed where 5 signal heads are shown. If a special design is required for the arm, a special design shall be provided for the arm connection, pole, and foundation.

The traffic signal pole and ~~mast cantilever~~ arm shall be designed to provide a 17.5 ft (5.33 m) minimum clearance at all signals. Clearance shall be the vertical distance from the lowest point of the signal combination heads to a horizontal plane 3 in. (75 mm) below the base of the ~~mast arm pole or from the lowest point of the signal combination to the pavement surface below the signal combination, whichever governs~~ heads. Adjustment of the clearance at the installation site shall be by raising or lowering the mast arm along the upper length of the pole. After the pole is anchored to the foundation, the pole design shall permit the mast arm to be rotated 90° in either direction and secured. The cable inlet shall not be obstructed when a field rotation or vertical adjustment of the ~~mast cantilever~~ arm is made.

There shall be no threads in the wearing surface plane at the point of connection between the clevis clamp and the signal face assembly. The clevis clamp shall have a 11/16 in. (18 mm) diameter bolt hole to receive the signal face assembly.

3. Combination Signal Luminaire Support

All requirements for a signal support shall apply to a combination signal luminaire support.

The minimum design load of the luminaire shall be 53 lbs (24 kg) with a projected surface area subject to wind loading of 2.4 sq ft (0.223 m²). If heavier or larger luminaires are used, their actual values shall be used. The required luminaire mounting height shall be in accordance with the plans. Mounting height shall be defined as the vertical distance from the lowest point of the luminaire to the horizontal plane passes through the base of the pole.

The maximum percentage of allowable stress shall be 80% of the AASHTO Standard Specifications for Group 1 loads. Vibration dampers shall be furnished as recommended by the manufacturer.

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

RSP 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT

4.3. Pole Requirements**a. General**

The pole shall be a round or multi-sided tapered tube, except the upper 4 to 6 ft (1.2 to 1.8 m) of a signal support pole may be non-tapered. The pole taper rate shall be 0.14 in/ft. The signal support cantilever pole shall have a reinforced handhole 4 6 in. (100 152 mm) by 6 10 in. (150 254 mm) minimum complete with cover and latching device located 18 in. (460 mm) above the base. A 1/2 in. (13 mm) 13 NC threaded grounding nut or approved equivalent shall be provided and be accessible through the handhole. A reinforced handhole 4 in. by 6 in. (102 mm by 152 mm) minimum complete with cover and latching device shall be located near arm connections at locations as indicated in the standard drawings. All poles shall be supplied with a pole splice plate as indicated in the standard drawings. A top cover shall be supplied for installations not utilizing a pole top luminaire. The pole cap shall be secured in place with set screws. The combination signal luminaire pole shall have a reinforced handhole 4 in. (100 mm) by 8 in. (200 mm) minimum complete with cover and latching device, located 18 in. (460 mm) above the base. The combination signal luminaire pole shall be provided with a removable pole cap and All poles shall be furnished with an integral wire support hook for the luminaire electrical cable. The cable shall be attached to the hook by a service drop clamp. A wiring hole with a 1 in. (25 mm) to 1 1/2 in. (38 mm) inside diameter grommet shall be provided where the luminaire mast arm attaches to the pole.

b. Deflection

For special designs, the maximum allowable horizontal deflection of the pole shall be limited to 2.5 % of the structure height under Group I load combinations in accordance with 10.4.2 of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries, and Traffic Signals under maximum loading conditions shall not exceed a deflection angle of 1° 10" from the vertical axis of the pole for any 1 ft (305 mm) section of the pole along the entire length of the pole.

c. Materials

The signal cantilever pole and the combination signal luminaire pole shall be steel or aluminum. Steel poles, base plates, pole splice plates and arm connection plates shall be in accordance with ASTM A 595 or A 572 with a minimum yield strength of 50,000 lbs psi (345 kMPa) and shall be galvanized in accordance with ASTM A 123. Aluminum poles shall be in accordance with ASTM B 221 (B 221M) alloy 6063 T6 or 6005 T5, or ASTM B 241 (B 241M), alloy 6063 T6.

d. Hardware

All hardware for steel poles except bolts, base plates, pole splice plates, arm, arm connection plates, for the mast arm clamps and anchor bolts shall be in accordance with ASTM A 307 and shall be galvanized in accordance with ASTM A 153 or be mechanically galvanized and conform to coating thickness, adherence, and quality requirements of ASTM A 153, class C. A cast pole cap shall be in accordance with ASTM A 126 and shall be galvanized with a minimum coating of 2 oz/sq ft (0.610 kg/m²). Bolts for the pole splice shall be in accordance with

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

RSP 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT

ASTM A 490 and shall be galvanized. The contact area for both pole splice plates to be Class B per AASHTO 10.32.3c with a minimum slip coefficient of 0.5. The surfaces shall be blast-cleaned and have Class B coatings.

All hardware for aluminum poles shall be stainless steel in accordance with ASTM A 276, type 304 or type 305.

e. Anchor Base

A 1 piece anchor base shall be supplied as indicated in the standard drawings secured to the lower end of the pole and shall develop the full strength of the pole. The base shall be provided with 4 holes of adequate size to accommodate 1 1/4 in. (32 mm) anchor bolts equally spaced on a bolt circle of 15 in. (380 mm) diameter and shall have 4 tapped holes for attaching the bolt covers. Four removable bolt covers shall be provided with each base and each cover shall attach to the upright portion of the body of the base by means of 1 hex head cap screw. The steel for the anchor base shall be in accordance with ASTM A 36 (A-36M), A 572 (A-572M), or A 588 (A-588M). Aluminum for the anchor base shall be in accordance with ASTM B 26, alloy 356.0 T6 or 356.0 T7 or ASTM B-209, alloy 6061 T6.

f. Arm Requirements

(1) Signal and Combination Cantilever Arms

The arms shall be a circular or multi-sided tapered tube. The arm taper rate shall be 0.14 in./ft. A signal or combination cantilever arm shall be rigidly attached to the pole as detailed in the standard drawings. A signal cantilever arm shall be attached to the pole by circular clamps. One half of the clamp shall be welded to the cantilever arm. The single member cantilever arm or the upper tapered member of the truss style arm shall have a cable inlets as indicated in the standard drawings adjacent to the clamp complete with grommet. The cable inlet shall be a 1 3/4 in. (44 mm) diameter hole with a 1 1/2 in. (38 mm) inside diameter rubber grommet. The 20, 25, and 30 ft (6.1, 7.6 and 9.2 m) cantilever arms shall have 1 intermediate cable inlet with grommet located 12 ft (3.7 m) from the free end of the arm. The 35 and 40 ft (10.7 and 12.2 m) cantilever arm shall have 2 intermediate cable inlets with grommets located 12 ft (3.6 m) and 24 ft (7.3 m) respectively from the free end of the arm. The intermediate cable inlet shall be 1 in. (25 mm) diameter hole with 3/4 in. (19 mm) inside diameter rubber grommet.

The maximum rise of the single member arm shall be 1/2 in. (13 mm) per 1 ft (305 mm) of arm after loading. The maximum rise of the truss style arm shall be as set out in the table. The rise shall be measured vertically from the centerline of the free end of the truss to a plane through the centerline of the upper arm bracket after loading.

Mast Arm Length ft (m)	Total Rise ft - in. (m)	Tolerance in. (mm)
12 - 20 (3.7 - 6.1)	4 - 0 (1.2)	±1 (+25)
25 (7.6)	4 - 3 (1.3)	±1 (+25)
30 - 40 (9.2 - 12.2)	4 - 7 (1.4)	±1 (+25)

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

RSR 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT

~~The end signals on the truss style arms shall be suspended and the intermediate signals shall be rigidly attached. All signals heads on the cantilever single member arms shall be rigidly attached as shown on the standard drawings and installed parallel to the horizontal plane and centered as much as possible to the cantilever arm plans. The cantilever arms shall be used as an enclosed raceway for wiring and shall be free of burrs and rough edges.~~

~~Both parts of the clamp for the single member arms shall be stamped with the arm length prior to galvanizing.~~

(2) Luminaire Mast Arm for Combination Support

~~The luminaire mast arm shall be in accordance with 922.01(a)1.~~

(3)(2) Materials

~~The signal cantilever and combination arm shall be of the same material as the pole. The luminaire mast arm shall be of the same material as the pole except that a truss type arm shall be in accordance with 922.01(a). Bolts for the mast cantilever arm clamp connections shall be stainless steel in accordance with ASTM A 276, type 304 or 305 ASTM A325 and shall be galvanized.~~

g. Anchor Bolts

~~Four steel anchor bolts, each fitted with 2 hex nuts and 2 flat washers, shall be furnished with each pole. The anchor bolt shall be 1-1/4 in. (32 mm) in diameter as indicated in the standard drawings with a minimum of 10 15 in. (254-380 mm) of 7 NC threads on the upper end. The threads, nuts, and washers shall be galvanized in accordance with ASTM A 153 or be mechanically galvanized and conform to the coating thickness, adherence, and quality requirements of ASTM A 153, class C. The anchor bolt shall be 48 in. (1220 mm) long with a 4 in. (100 mm) right angle bend on the lower end or a square steel washer, 6 in. by 6 in. by 1/2 in. (150 mm by 150 mm by 13 mm), with a hex nut welded onto the lower end. The steel for the bolt shall be in accordance with ASTM A 576, or ASTM A 675 (ASTM A 675M), with a minimum yield strength of 55,000 psi (379380 kMPa), or ASTM A 36 (ASTM A 36M), special quality, modified to 55,000 psi (379380 kMPa) or approved equal.~~

h. Finish

~~All steel material shall be fully galvanized. Galvanizing shall take place after all welding is accomplished. Aluminum poles shall be provided with a satin finish accomplished by mechanical rotary grinding and aluminum mast arms shall be provided with a satin etched finish.~~

i. Certification

~~Unless otherwise specified, all materials covered herein shall be covered by a type C certification in accordance with 916.~~

j. Working Drawings

~~Working drawings and design calculations shall be submitted to the Highway Design and Tech Support, Division of Production Management, central office for approval in accordance~~

Item No. 01 07/21/11 (2012 SS) (contd.)

Mr. Wright

Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

RSP 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT

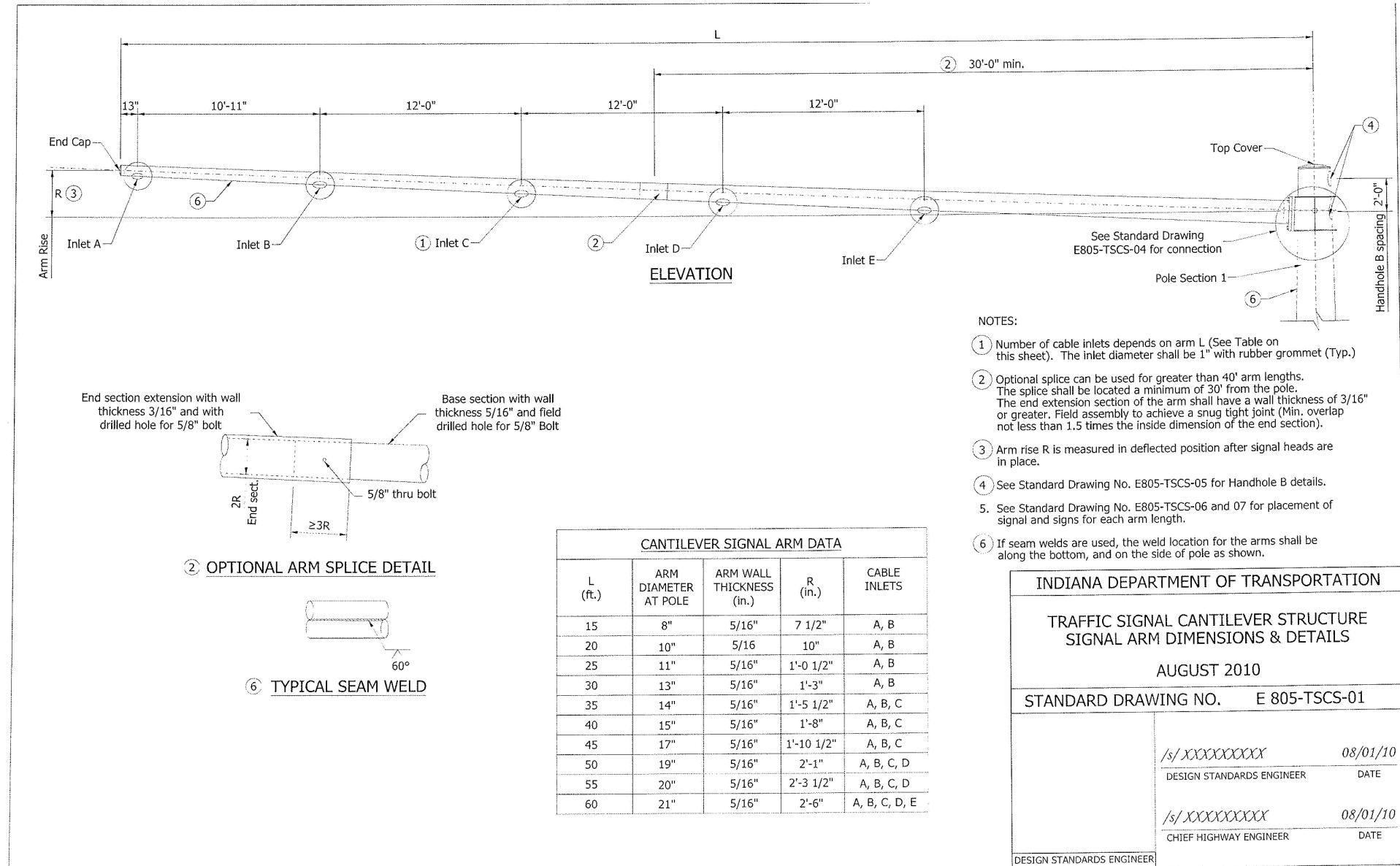
with 105.02. The approved drawings will be distributed by the Highway Design and Tech Support, Division of Production Management, central office.

AGENDA

Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

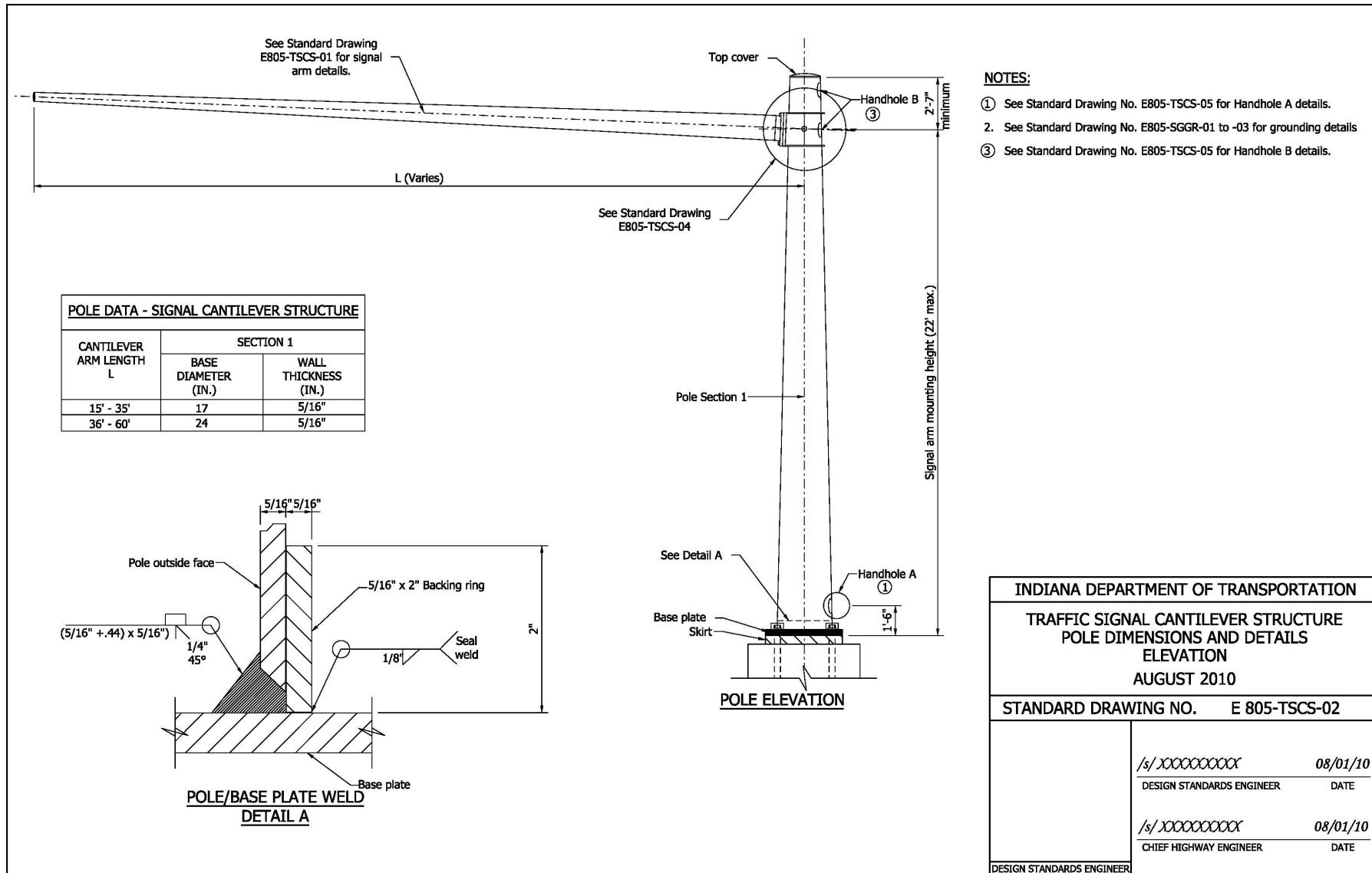
805-TSCS-01 TRAFFIC SIGNAL CANTILEVER STRUCTURE SIGNAL ARM DIMENSIONS & DETAILS



Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISIONS AND STANDARD DRAWINGS

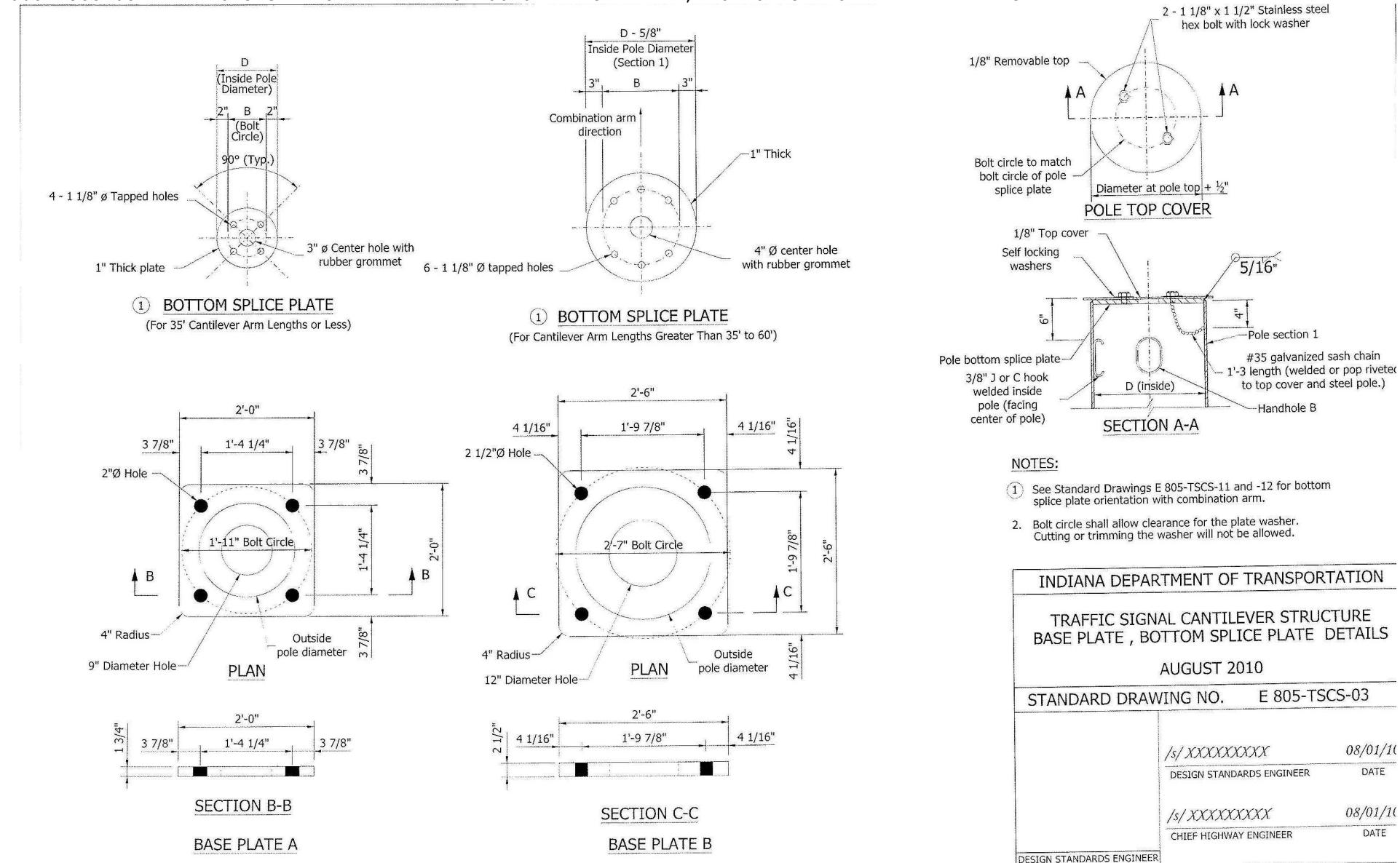
805-TSCS-02 TRAFFIC SIGNAL CANTILEVER STRUCTURE POLE DIMENSIONS AND DETAILS ELEVATION



Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISIONS AND STANDARD DRAWINGS

805-TSCS-03 TRAFFIC SIGNAL CANTILEVER STRUCTURE BASE PLATE, BOTTOM SPLICE PLATE DETAILS



INDIANA DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CANTILEVER STRUCTURE
 BASE PLATE , BOTTOM SPLICE PLATE DETAILS

AUGUST 2010

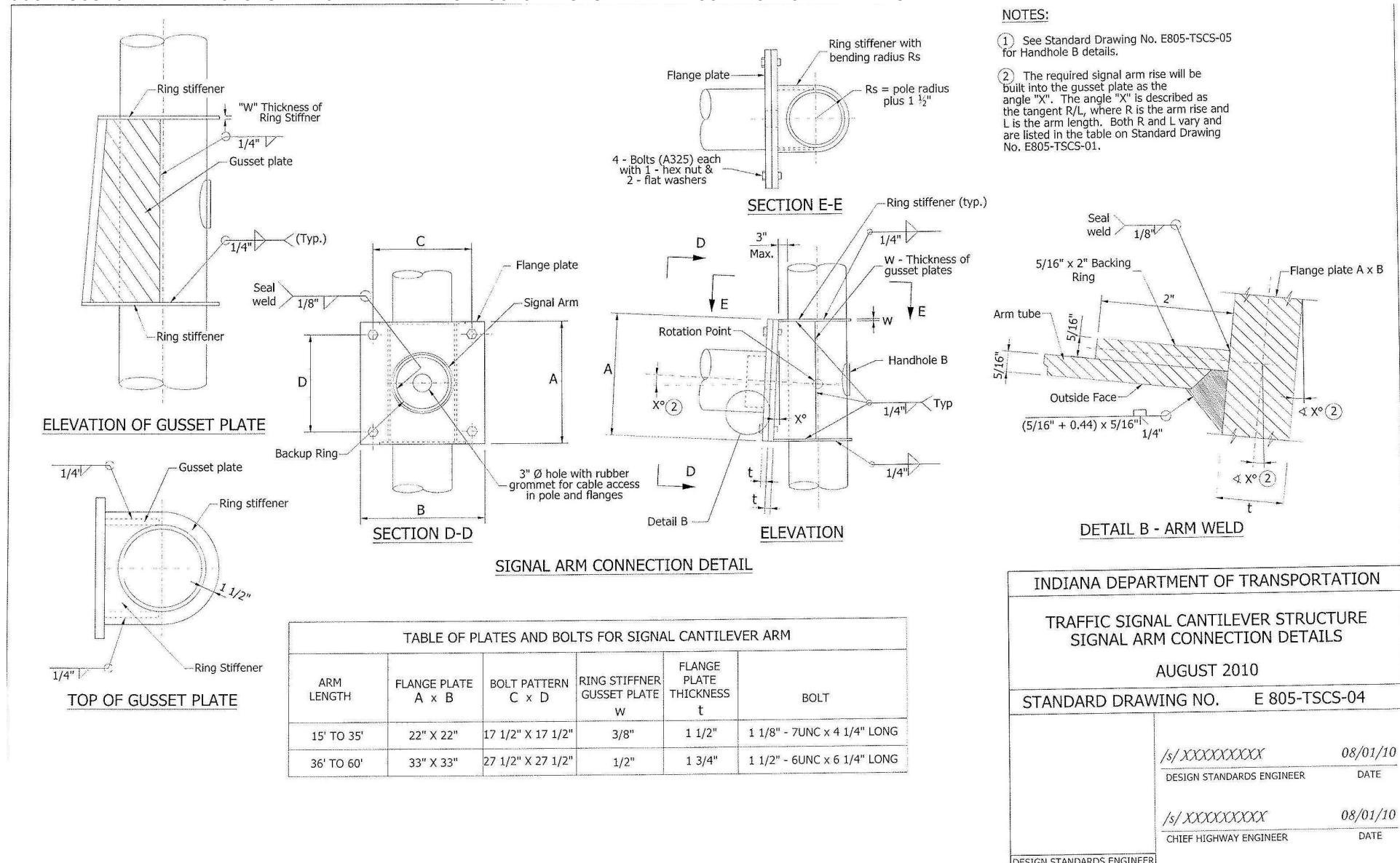
STANDARD DRAWING NO. E 805-TSCS-03

/s/ XXXXXXXXX	08/01/11
DESIGN STANDARDS ENGINEER	DATE
/s/ XXXXXXXXX	08/01/11
CHIEF HIGHWAY ENGINEER	DATE

Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISIONS AND STANDARD DRAWINGS

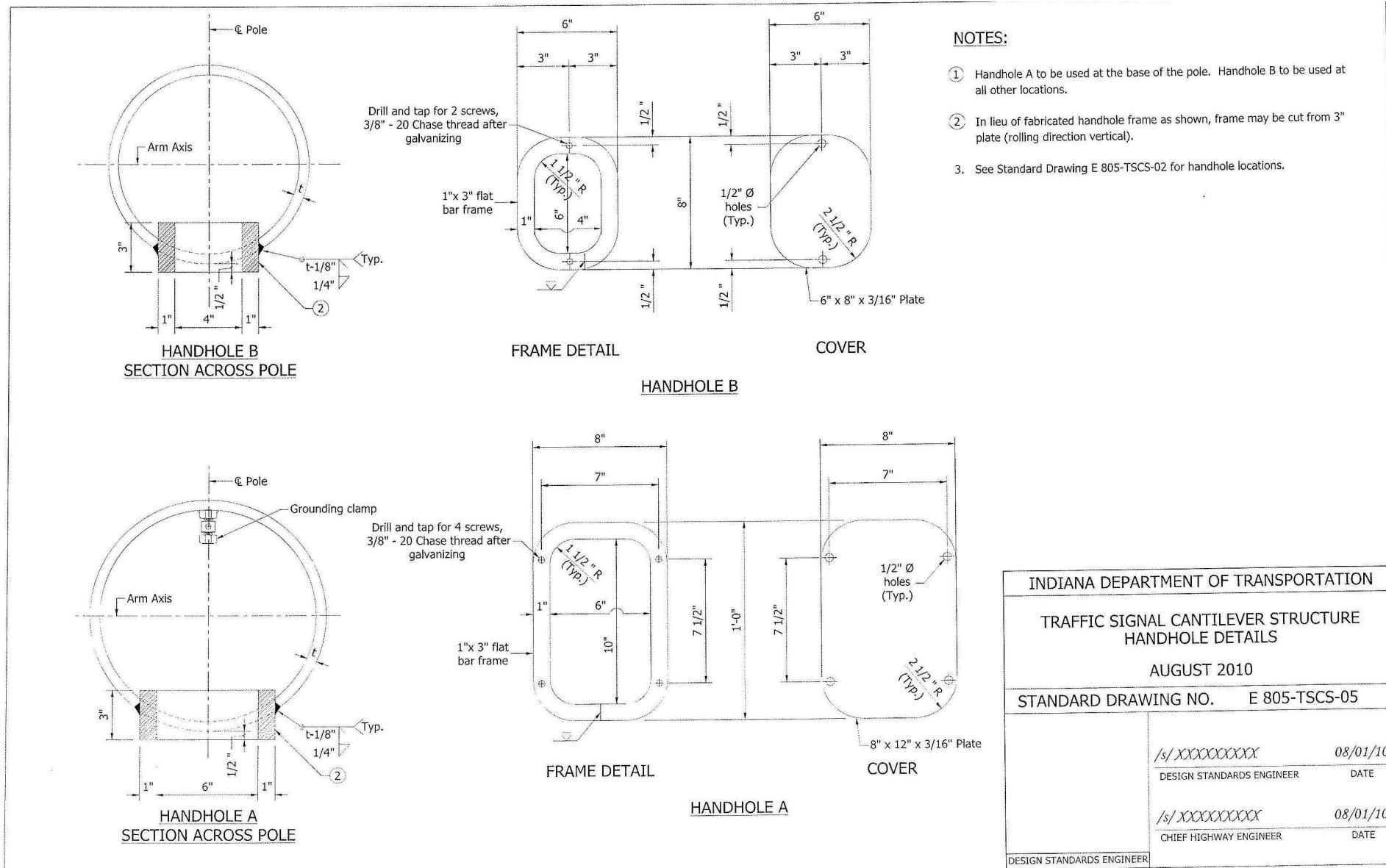
805-TSCS-04 TRAFFIC SIGNAL CANTILEVER STRUCTURE SIGNAL ARM CONNECTION DETAILS



Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISIONS AND STANDARD DRAWINGS

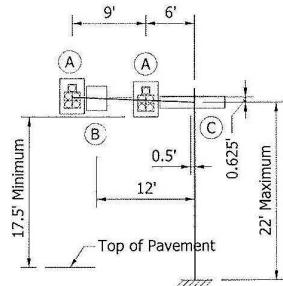
805-TSCS-05 TRAFFIC SIGNAL CANTILEVER STRUCTURE HANDHOLE DETAILS



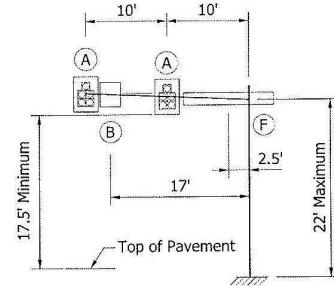
Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISIONS AND STANDARD DRAWINGS

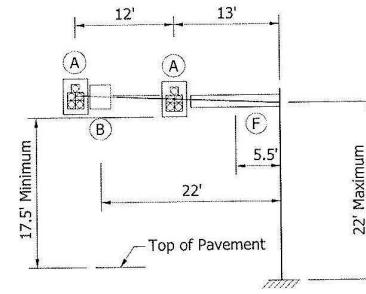
805-TSCS-06 TRAFFIC SIGNAL CANTILEVER STRUCTURE PLACEMENT OF SIGNALS AND SIGNS LOADING FOR ARM 35' OR LESS



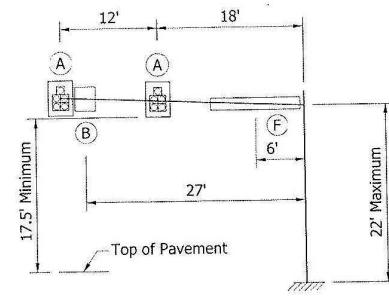
15' MAST ARM



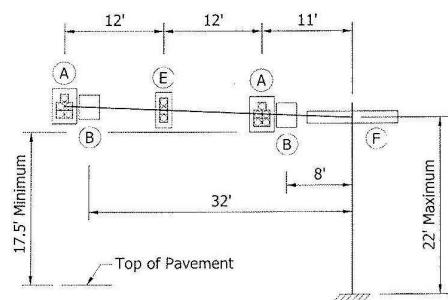
20' MAST ARM



25' MAST ARM



30' MAST ARM



35' MAST ARM

LOADING INFORMATION			
Device	Description	Device Area (Sft.)	Weight (Lbs.)
(A)	12" - 5 Sec. Signal With Backplates	13.1	55
(B)	36" x 30" Regulatory Sign	7.5	19
(C)	18" x 96" Street Name Sign	12.0	30
(E)	12" - 3 Sec. Signal With Backplates	8.7	35
(F)	18" x 132" Street Name Sign	16.5	41

NOTES:

The structure arms and pole are designed for the above loading conditions. Foundations A and C are designed for the 35' mast arm loading condition. Foundations B and D are designed for the 60' mast arm loading condition.

INDIANA DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CANTILEVER STRUCTURE
PLACEMENT OF SIGNALS AND SIGNS
LOADING FOR ARMS 35' OR LESS

AUGUST 2010

STANDARD DRAWING NO. E 805-TSCS-06

/s/ XXXXXXXXXX 08/01/10
DESIGN STANDARDS ENGINEER DATE

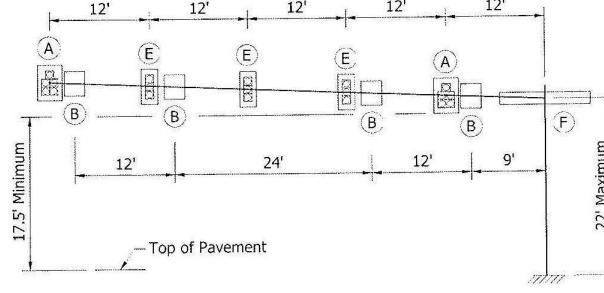
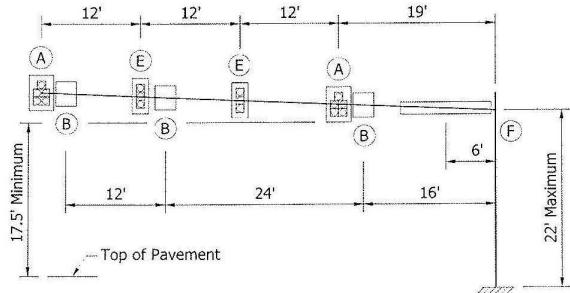
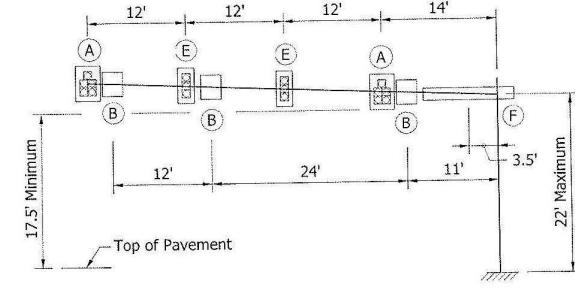
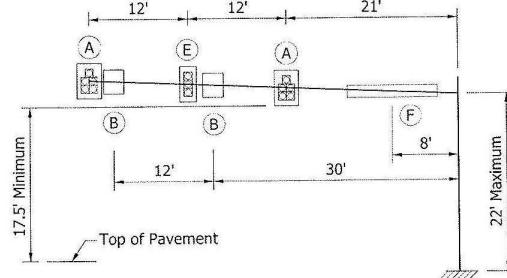
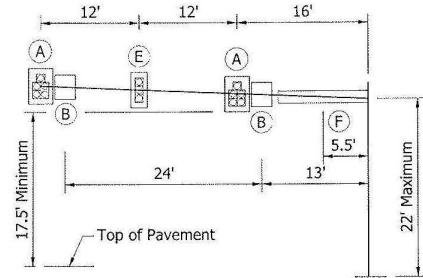
/s/ XXXXXXXXXX 08/01/10
CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER

Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISIONS AND STANDARD DRAWINGS

805-TSCS-07 TRAFFIC SIGNAL CANTILEVER STRUCTURE PLACEMENT OF SIGNALS AND SIGNS LOADING FOR ARMS > 35' TO 60'



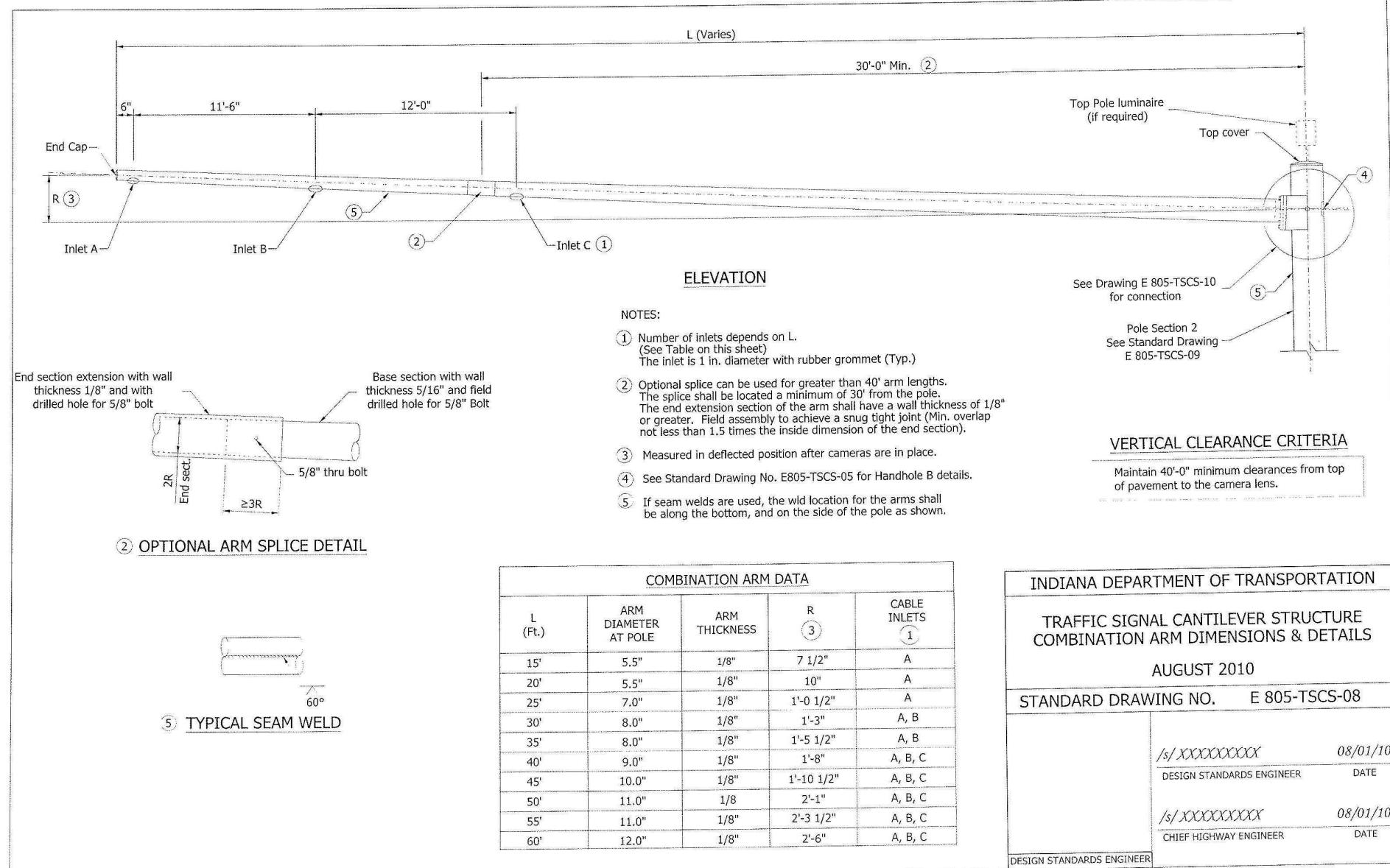
NOTE:
 See Standard Drawing No. E805-TSCS-06 for loading information table.

INDIANA DEPARTMENT OF TRANSPORTATION	
TRAFFIC SIGNAL CANTILEVER STRUCTURE	
PLACEMENT OF SIGNALS AND SIGNS	
LOADING FOR ARMS > 35' TO 60'	
AUGUST 2010	
STANDARD DRAWING NO. E 805-TSCS-07	
/s/XXXXXXXXXX 08/01/10	
DESIGN STANDARDS ENGINEER DATE	
/s/XXXXXXXXXX 08/01/10	
CHIEF HIGHWAY ENGINEER DATE	
DESIGN STANDARDS ENGINEER	

Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISIONS AND STANDARD DRAWINGS

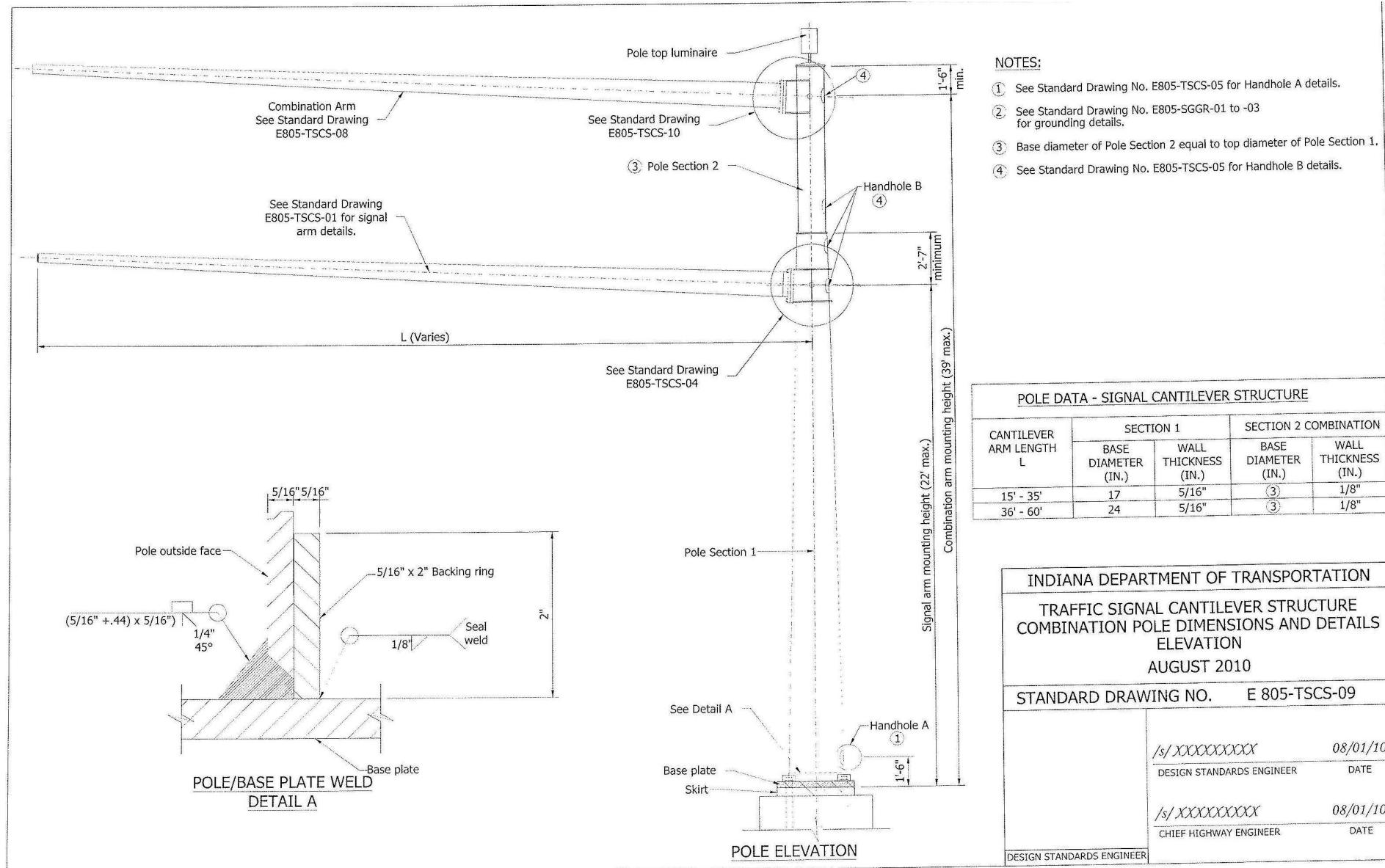
805-TSCS-08 TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM DIMENSIONS & DETAILS



Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

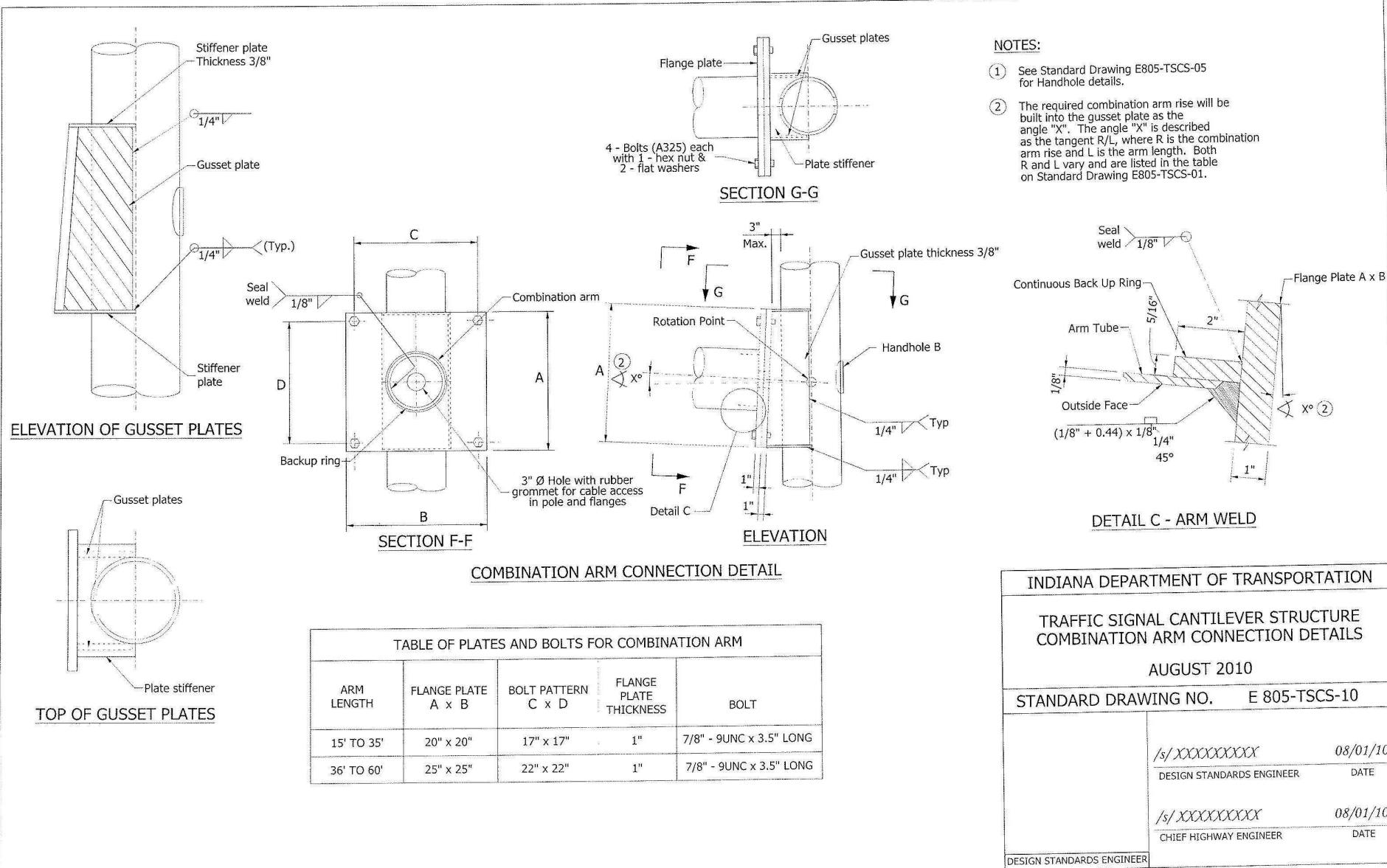
REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

805-TSCS-09 TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION POLE DIMENSIONS AND DETAILS ELEVATION



REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

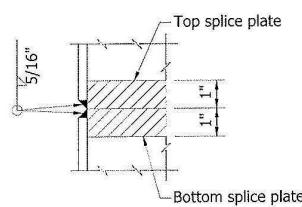
805-TSCS-10 TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM CONNECTION DETAILS



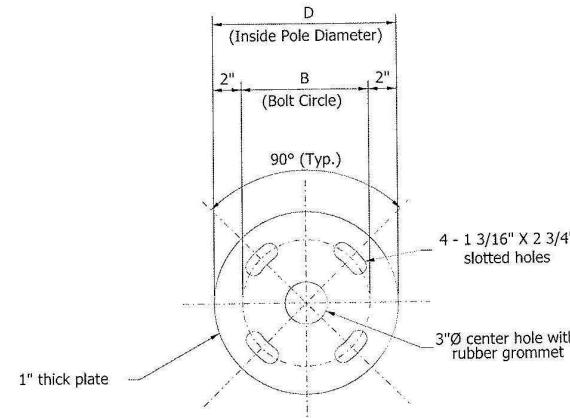
Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

805-TSCS-11 TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION POLE SPLICE DETAILS FOR ARMS 35' OR LESS



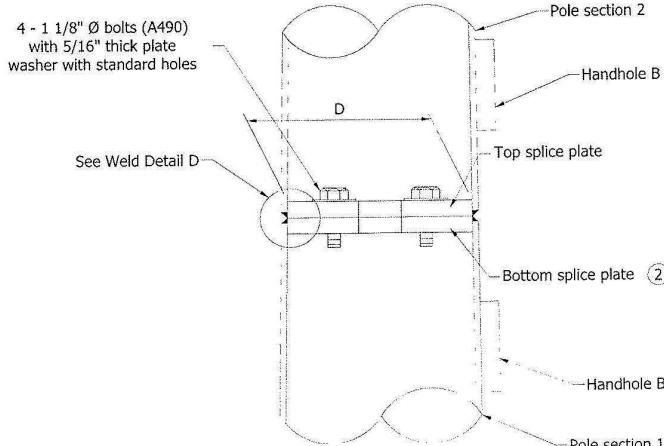
WELD DETAIL D



NOTES:

1. Diameter at the bottom of Pole section 2 to match with the diameter at the top of Pole section 1.
2. See Standard Drawing E805-TSCS-03 for bottom splice plate details.

TOP SPLICE PLATE

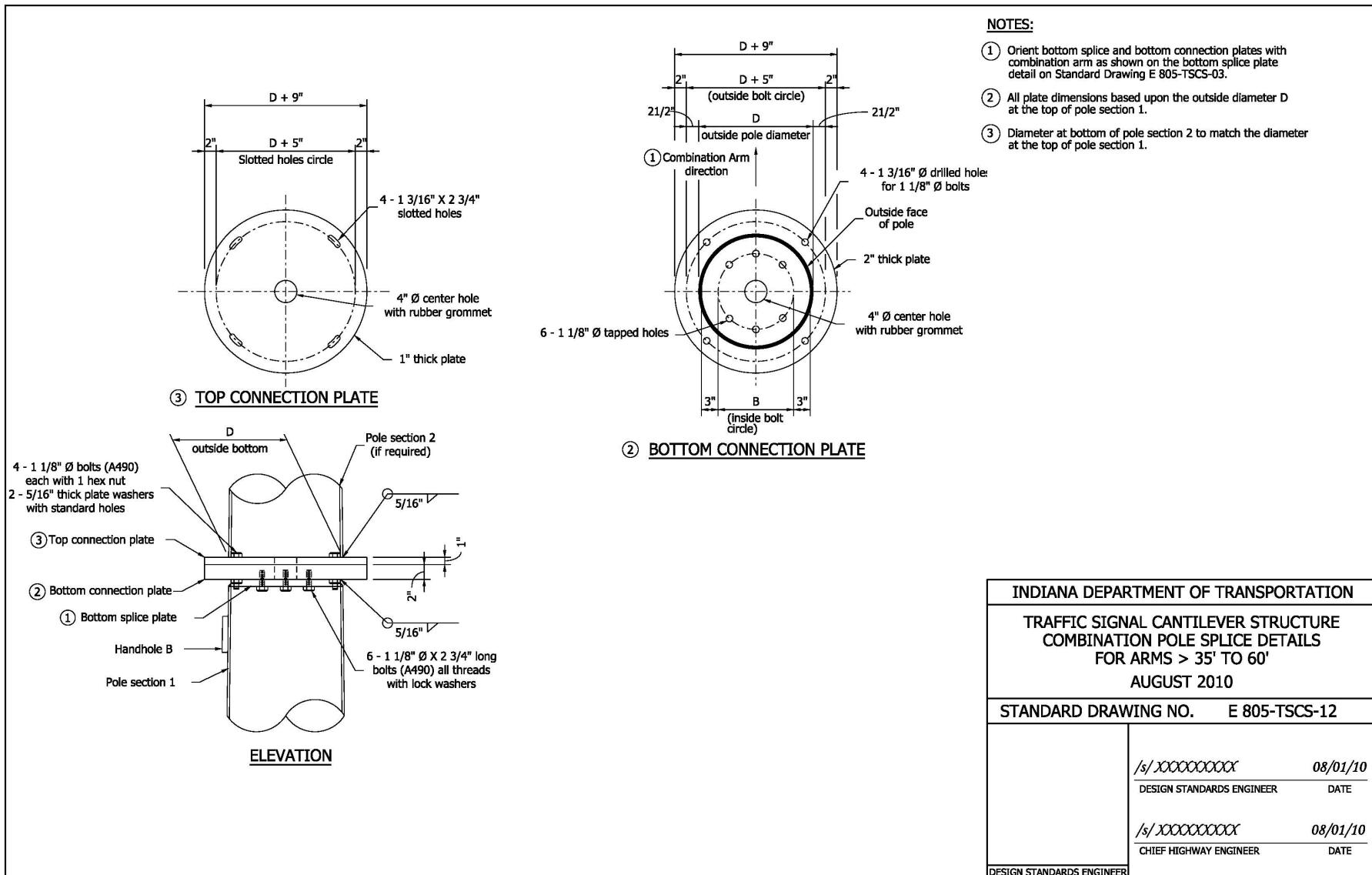


ELEVATION

INDIANA DEPARTMENT OF TRANSPORTATION	
TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION POLE SPLICE DETAILS FOR ARMS 35' OR LESS	
AUGUST 2010	
STANDARD DRAWING NO.	E 805-TSCS-11
	/s/XXXXXXXXXX 08/01/10 DESIGN STANDARDS ENGINEER DATE
	/s/XXXXXXXXXX 08/01/10 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

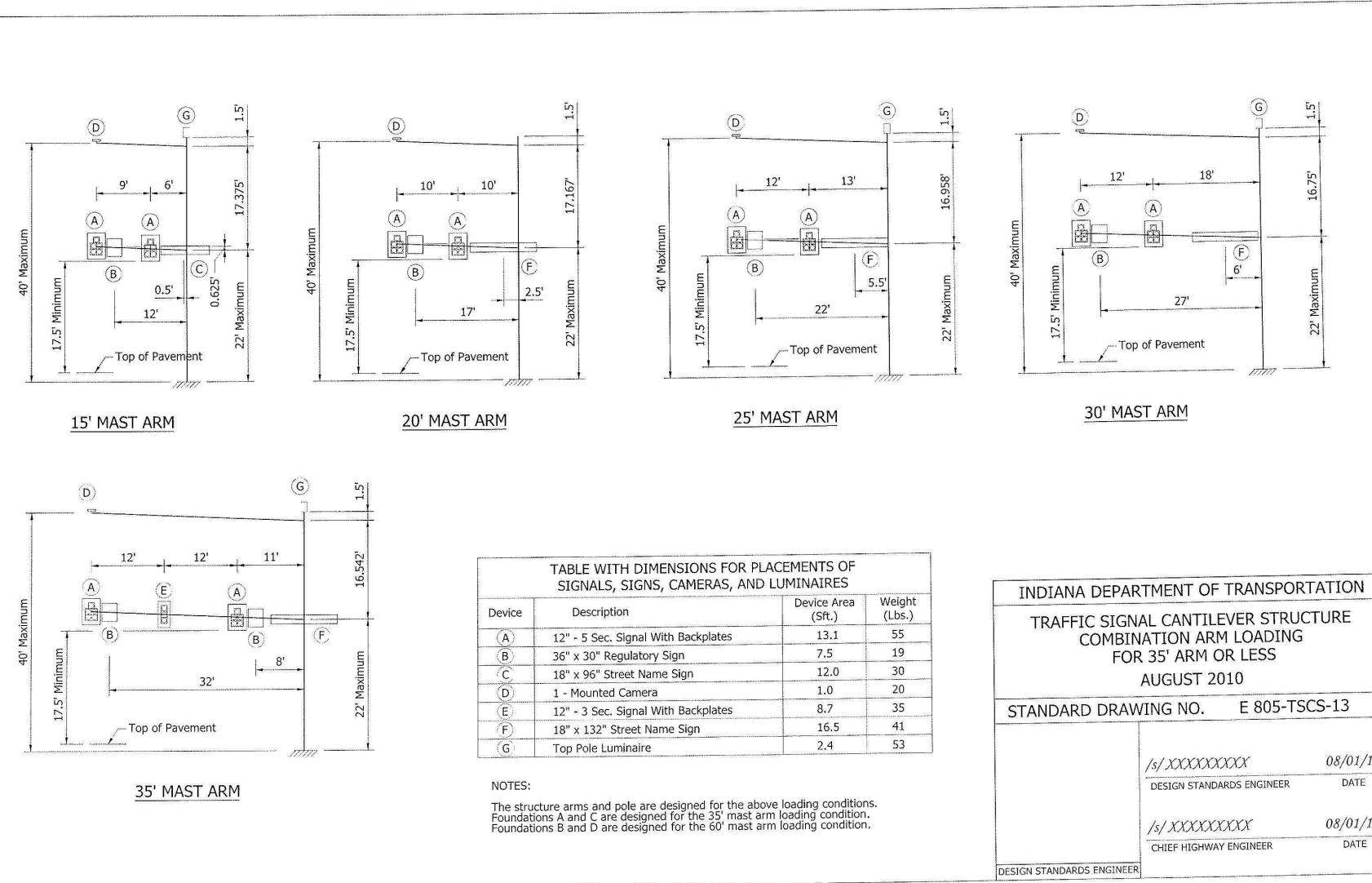
805-TSCS-12 TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION POLE SPLICE DETAILS FOR ARMS > 35' TO 60'



Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

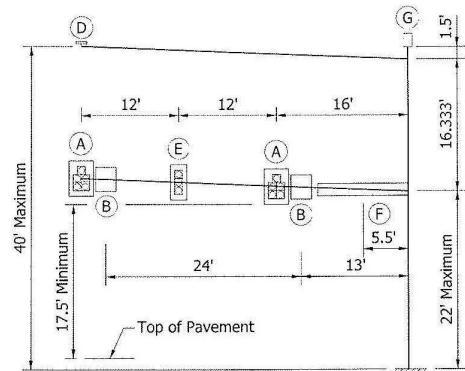
805-TSCS-13 TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM LOADING FOR 35' ARM OR LESS



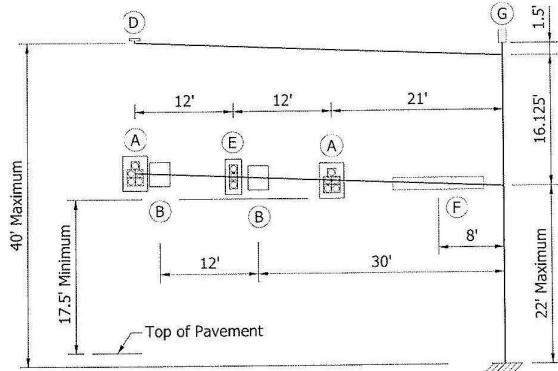
Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

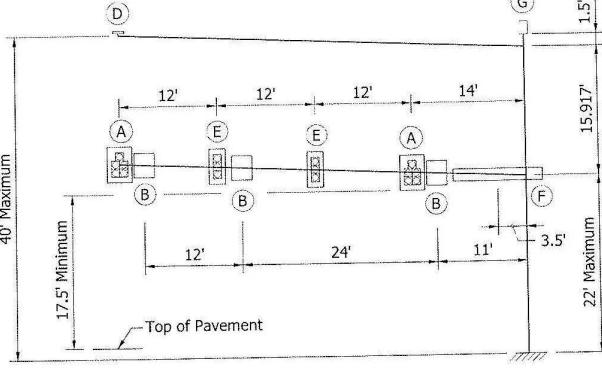
805-TSCS-14 TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM LOADING FOR ARMS > 35' TO 60'



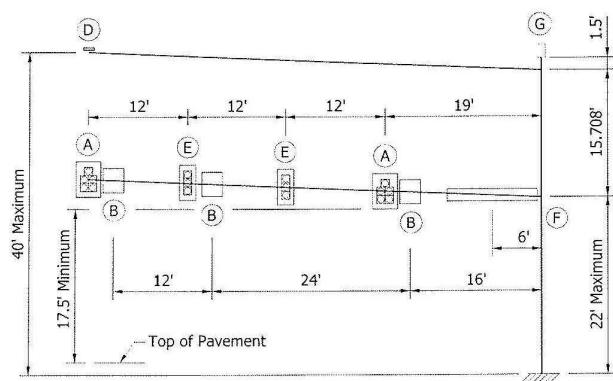
40' MAST ARM



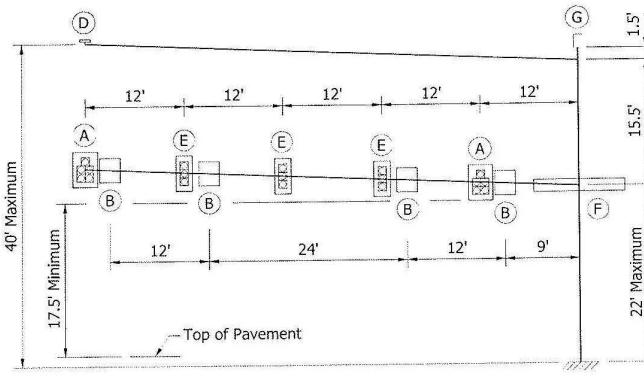
45' MAST ARM



50' MAST ARM



55' MAST ARM



60' MAST ARM

NOTE:

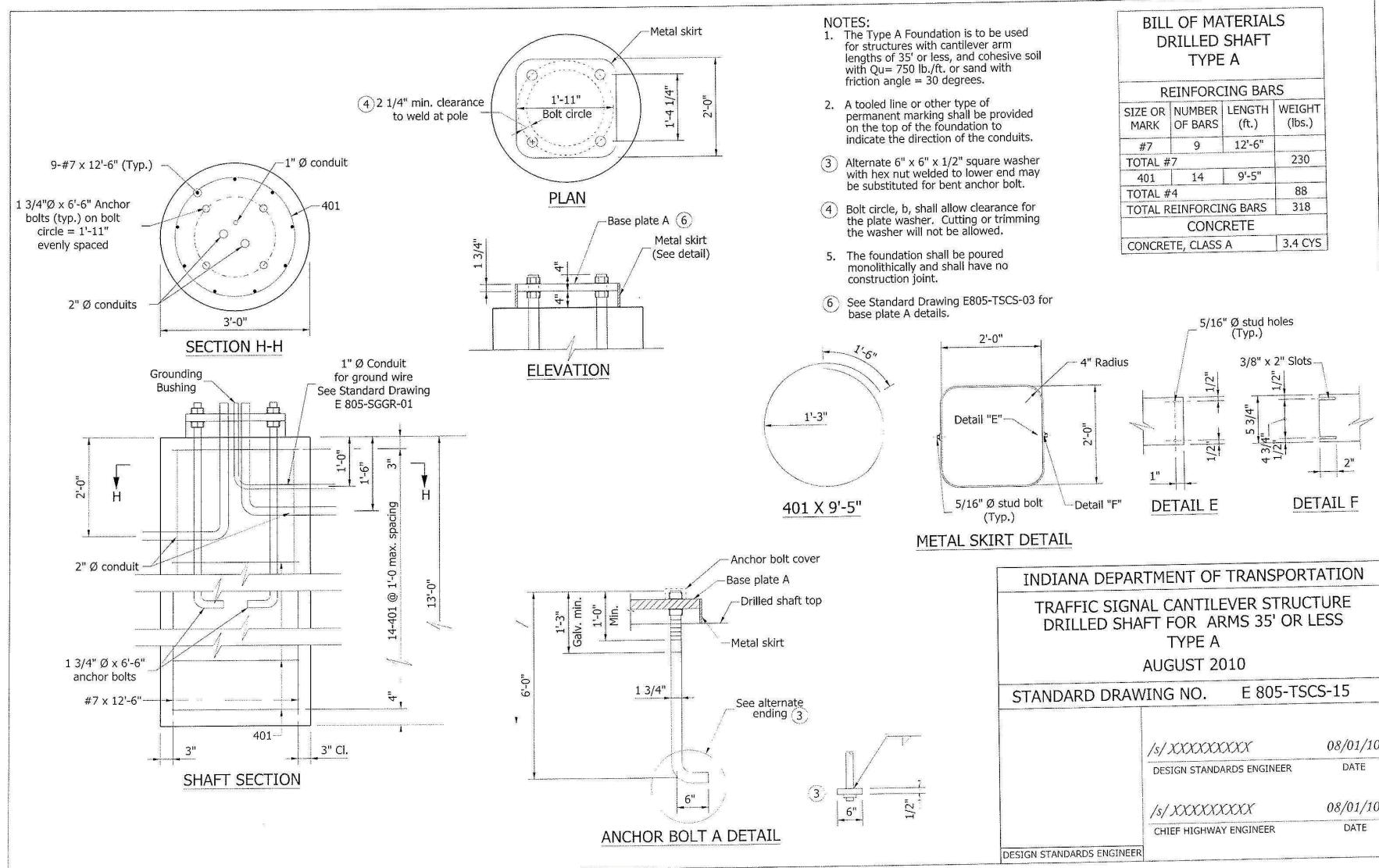
See Standard Drawing No. E805-TSCS-13 for loading information table.

INDIANA DEPARTMENT OF TRANSPORTATION					
TRAFFIC SIGNAL CANTILEVER STRUCTURE COMBINATION ARM LOADING FOR ARMS > 35' TO 60'					
AUGUST 2010					
STANDARD DRAWING NO. E 805-TSCS-14					
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CHIEF HIGHWAY ENGINEER	DATE				
DESIGN STANDARDS ENGINEER					

Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

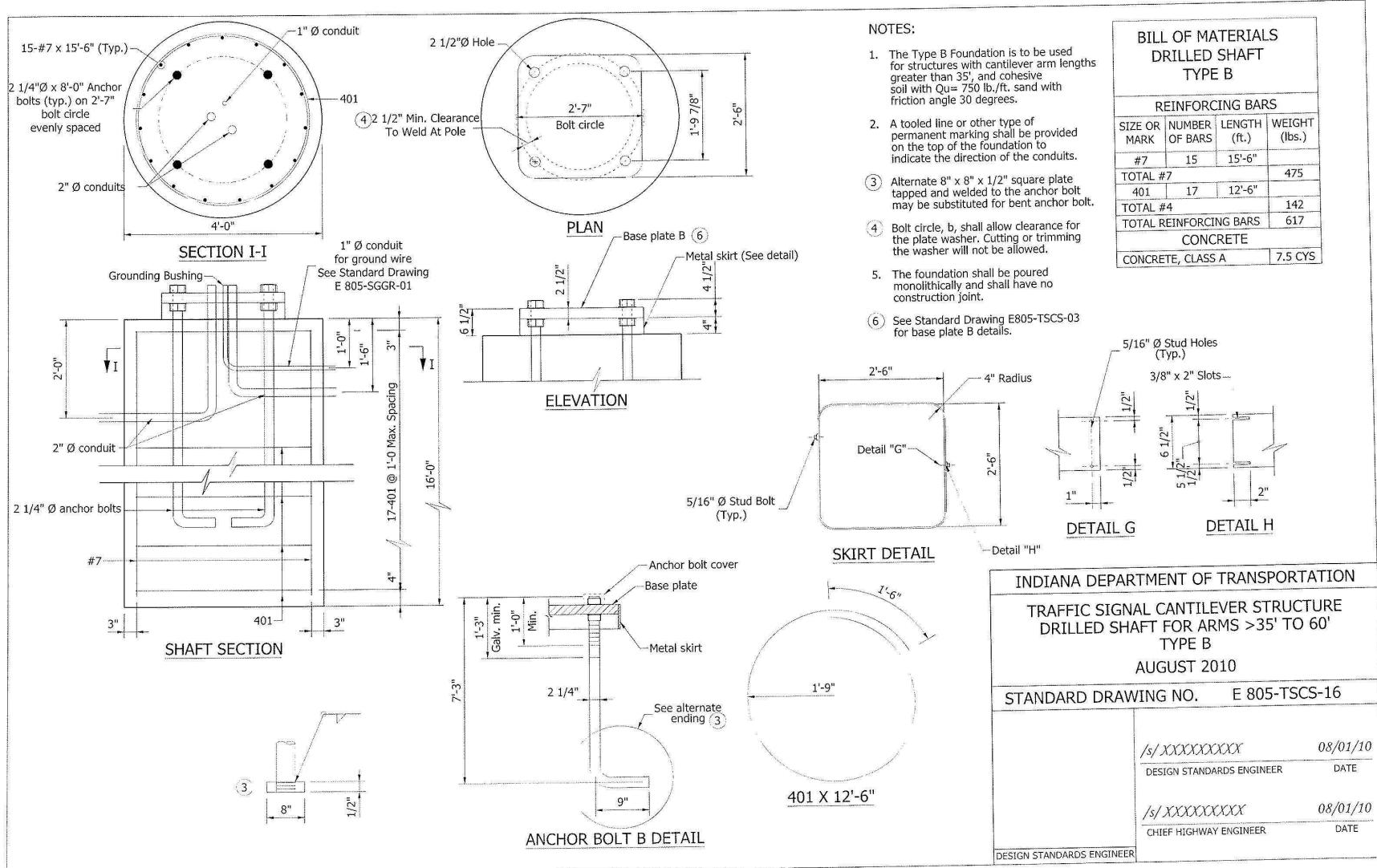
805-TSCS-15 TRAFFIC SIGNAL CANTILEVER STRUCTURE DRILLED SHAFT FOR ARMS 35' OR LESS TYPE A



Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

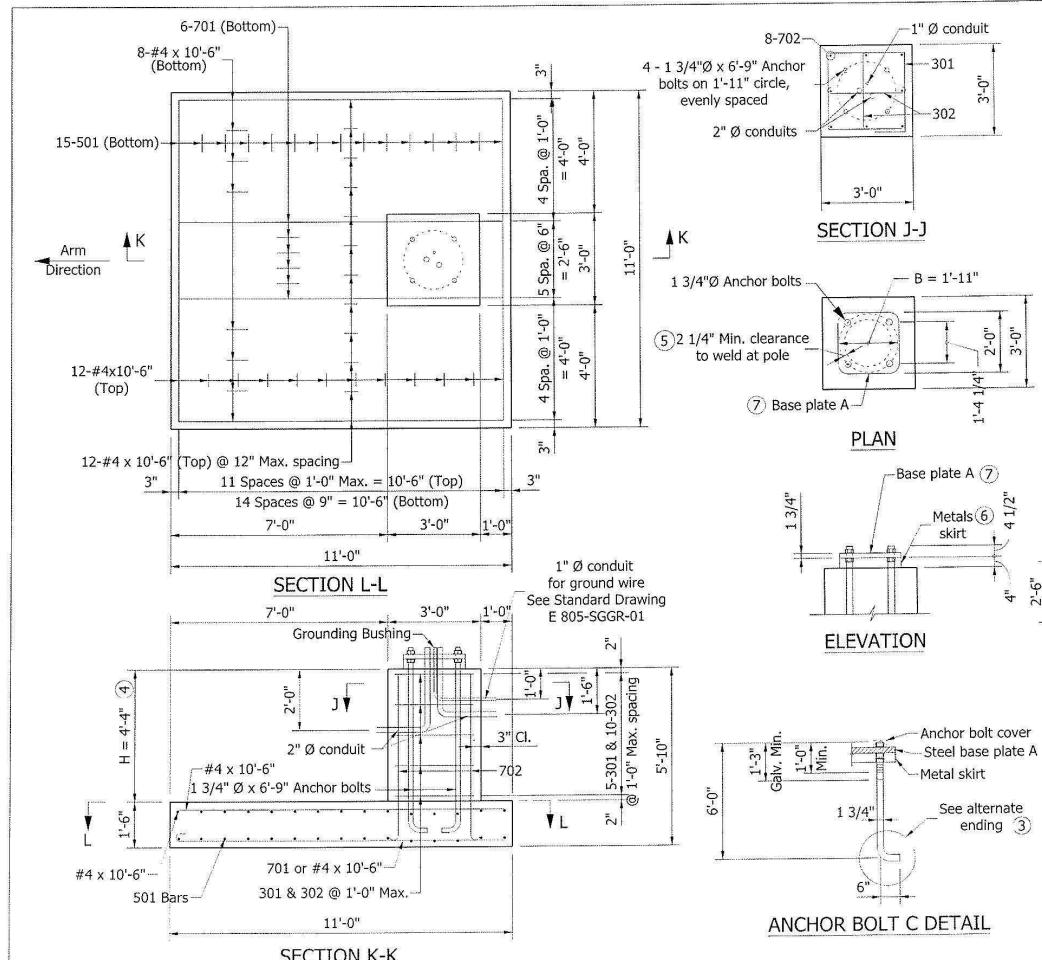
805-TSCS-16 TRAFFIC SIGNAL CANTILEVER STRUCTURE DRILLED SHAFT FOR ARMS > 35' TO 60' TYPE B



Item No. 01 07/21/11 (2012 SS) (contd.)
 Mr. Wright
 Date: 07/21/11

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

805-TSCS-17 TRAFFIC SIGNAL CANTILEVER STRUCTURE SPREAD FOUNDATION FOR ARMS 35' OR LESS TYPE C



NOTES:

- The Type C foundation is to be used for structures with cantilever arm lengths of 35' or less and soil bearing capacity of 1500 psf and a coefficient of friction is 0.3.

- A tool or line or other type of permanent marking shall be provided on the top of the foundation to indicate the direction of the conduits.

- Alternate 6" x 6" x 1/2" square washer with hex nut welded to lower end may be substituted for the bend in the anchor bolt.

- Minimum H required is 4 ft. soil cover over the entire footing area.

- Bolt circle, B, shall allow clearance for the plate washer. Cutting or trimming the washer will not be allowed.

- See Standard Drawing E 805-TSCS-15 for metal skirt details.

- See Standard Drawing E 805-TSCS-03 for base plate A details.

- The foundation shall be poured monolithically and shall have no construction joint.

BILL OF MATERIALS			
SPREAD FOOTING			
TYPE C			
REINFORCING BARS			
SIZE OR MARK	NUMBER OF BARS	LENGTH (ft.)	WEIGHT (lbs.)
701	6	11'-4"	
702	8	6'-0"	
TOTAL #7			237
501	15	11'-8"	
TOTAL #5			183
#4	32	10'-6"	
TOTAL #4			224
301	5	11'-0"	
302	10	3'-4"	
TOTAL #3			33
TOTAL REINFORCING BARS			677
CONCRETE			
CONCRETE, CLASS A			8.2 CYS

INDIANA DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CANTILEVER STRUCTURE
 SPREAD FOUNDATION FOR ARMS 35' OR LESS
 TYPE C
 AUGUST 2010

STANDARD DRAWING NO. E 805-TSCS-17

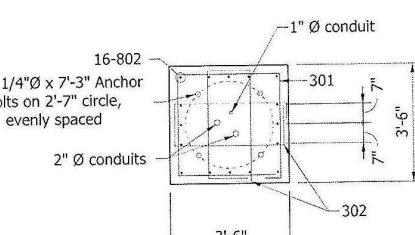
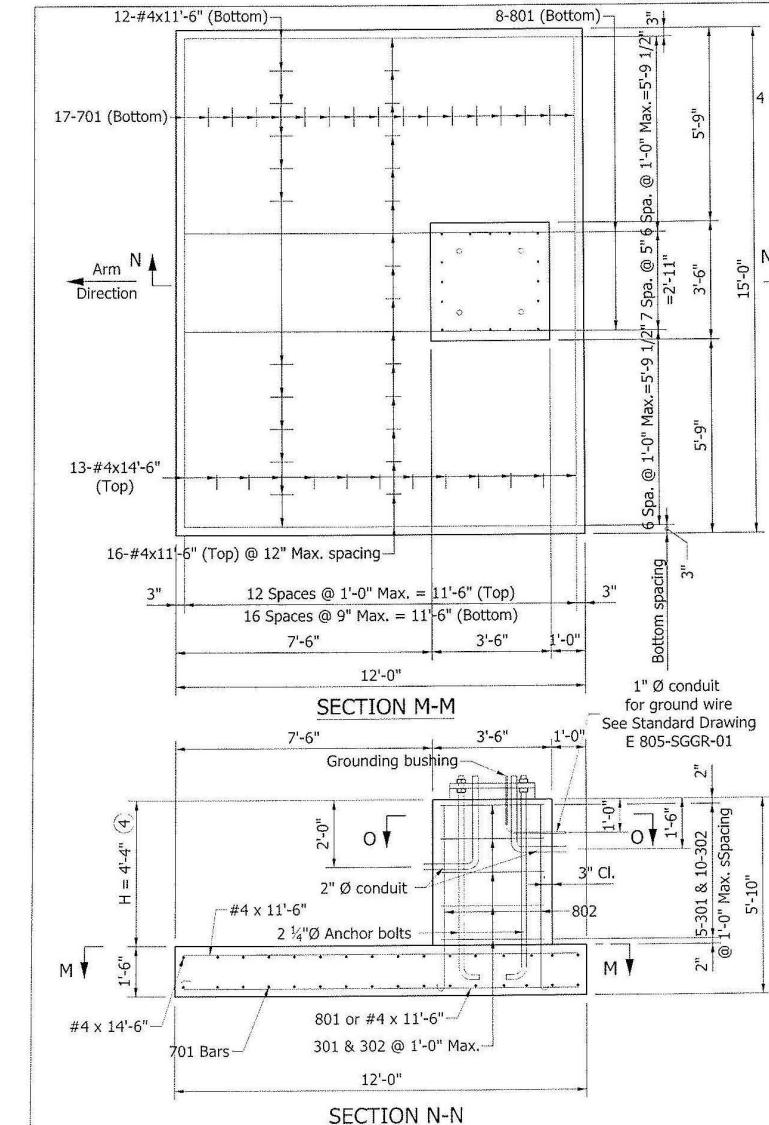
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 DESIGN STANDARDS ENGINEER DATE

/s/XXXXXXXXXX 08/01/10
 CHIEF HIGHWAY ENGINEER DATE

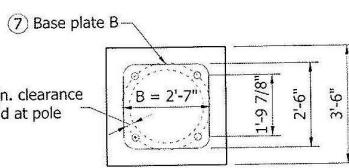
DESIGN STANDARDS ENGINEER

REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

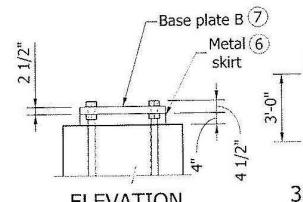
805-TSCS-18 TRAFFIC SIGNAL CANTILEVER STRUCTURE SPREAD FOUNDATION FOR ARMS > 35' TO 60' TYPE D



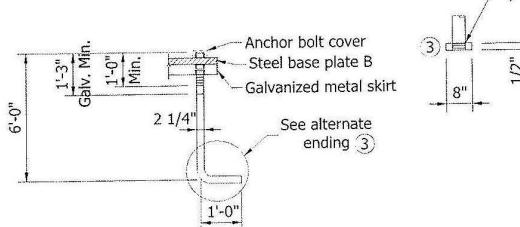
SECTION O-O



PLAN

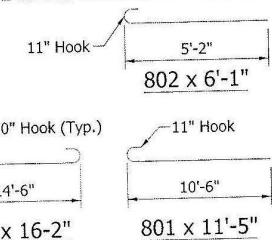


ELEVATION



ANCHOR BOLT D DETAIL

BILL OF MATERIALS			
SPREAD FOOTING			
TYPE D			
REINFORCING BARS			
SIZE OR MARK	NUMBER OF BARS	LENGTH (ft.)	WEIGHT (lbs.)
801	8	11'-5"	
802	16	6'-1"	
TOTAL #8			504
701	17	16'-2"	
TOTAL #7			562
#4	13	14'-6"	
#4	28	11'-6"	
TOTAL #4			341
301	5	13'-0"	
302	10	9'-8"	
TOTAL #3			61
TOTAL REINFORCING BARS			1468
CONCRETE			
CONCRETE, CLASS A			12.0 CYS



INDIANA DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CANTILEVER STRUCTURE
SPREAD FOUNDATION FOR ARMS > 35' TO 60'
TYPE D

AUGUST 2010

STANDARD DRAWING NO. E 805-TSCS-18

/s/ XXXXXXXXX

/s/ XXXXXXXXXX

08/01/10

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REVISION TO STANDARD SPECIFICATIONS, PROVISION AND STANDARD DRAWINGS

REVISION TO IDM CHAPTER 77-4.03 SIGNAL MOUNTING (DRAFT)

77-4.03 Signal Mounting

Under most circumstances, the Department's preferred practice is to install the traffic signal using span, catenary and tether cables, or cantilever structures with poles on all four corners. Pedestrian signals are typically mounted on pedestals or poles. Pedestal or pole mounted supplemental signals may be used if there is a left-turn signal in a median or on the near side of the intersection if the intersection is significantly wide. Figures 77-4B, 77-4C, and 77-4D present the advantages and disadvantages of the post-mounted signal, cable-span signal mounting, and the cantilever signal mounting, respectively.

For span designs, steel strain poles are generally used. Steel strain poles provide greater strength, are easier to maintain and require less space. Wood poles require the use of down-guy cables and are generally limited to temporary installations.

All signal cantilever structures must be designed to meet the *AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals 2009, fifth edition.*

For INDOT road projects, signal cantilever structures and its foundations should be according to the standard drawing series 805-TSCS-1 thru 18, Signal Cantilever Structures are designed to the loading conditions per Standard Drawings 805-TSCS-13 & 14. Refer to INDOT specification section 922.05 for any signal cantilever structure requiring special designs.

Overhead highway lighting may be provided, where warranted (see Section 78-2.0), at rural signalized intersections. The traffic signal span-support pole or the cantilever pole may be used for the overhead highway lighting. Figure 77-4E provides an illustration of a combination signal-luminaire pole. The INDOT *Standard Specifications* present the design criteria for this signal pole. INDOT typically does not use combination poles.

COMMENTS AND ACTION

805.03 GENERAL REQUIREMENTS
 805.04 POLE INSTALLATION
 805.05 PLACING SIGNAL HEADS
 805.13 FOUNDATIONS
 805.15 METHOD OF MEASUREMENT
 805.16 BASIS OF PAYMENT
 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT
 805-TSCS-01 THRU -18 SIGNAL CANTILEVER STRUCTURES

Motion:	Action:
Second:	<input type="checkbox"/> Passed as Submitted
Ayes:	<input type="checkbox"/> Passed as Revised
Nays:	<input type="checkbox"/> Withdrawn
Standard Specifications Sections affected:	<input type="checkbox"/> 20 Standard Specifications Book <input type="checkbox"/> Revise Pay Items List <input type="checkbox"/> Create RSP (No. _____) <input type="checkbox"/> Effective _____ Letting <input type="checkbox"/> RSP Sunset Date: _____ <input type="checkbox"/> Revise RSP (No. _____) <input type="checkbox"/> Effective _____ Letting <input type="checkbox"/> RSP Sunset Date: _____ <input type="checkbox"/> Standard Drawing Effective _____ <input type="checkbox"/> Create RPD (No. _____) <input type="checkbox"/> Effective _____ Letting <input type="checkbox"/> Technical Advisory <input type="checkbox"/> GIFE Update Req'd? Y _____ N _____ <input type="checkbox"/> By _____ Addition or _____ Revision <input type="checkbox"/> Frequency Manual Update Req'd? Y _____ N _____ <input type="checkbox"/> By _____ Addition or _____ Revision <input type="checkbox"/> Received FHWA Approval? _____
805.16 pg 745 (2012 SS)	
Recurring Special Provision affected: 805-T-169 TRAFFIC SIGNALS; 922-T-168 TRAFFIC SIGNALS MATERIALS AND EQUIPMENT	
Standard Sheets affected: NONE	
Design Manual Sections affected: CHAPTER 77-4.03	
GIFE Sections cross-references: NONE	

SPECIFICATION REVISIONS

REVISION TO STANDARD SPECIFICATIONS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Tack coats are a problem when construction traffic tracks the material into the non-paving lanes. A tack coat that would not track would be very beneficial. AE-NT is a tack coat material that does not track and should be allowed as an alternative to AE-T, AE-PMT, and SS-1h for tack coat applications.

PROPOSED SOLUTION: Allow AE-NT to be an alternative to AE-T, AE-PMT, and SS-1h for tack coat applications.

APPLICABLE STANDARD SPECIFICATIONS: 406 and 902

APPLICABLE STANDARD DRAWINGS: None

APPLICABLE DESIGN MANUAL SECTION: Chapter 52

APPLICABLE SECTION OF GIFE: Section 13

APPLICABLE RECURRING SPECIAL PROVISIONS:

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Organization: INDOT

Phone Number: 317-610-7251 x 204

Date: 6-27-11

APPLICABLE SUB-COMMITTEE ENDORSEMENT? This specification revision is recommended by the INDOT/APAI Technical Committee.

REVISION TO STANDARD SPECIFICATIONS

SECTION 406 – TACK COAT

406.02 MATERIALS

SECTION 507 – PCCP RESTORATION

507.05 (b) PARTIAL DEPTH PATCHING

The Standards Specifications are revised as follows:

SECTION 406, BEGIN LINE 9, INSERT AS FOLLOWS:

406.02 Materials

The type and grade of asphalt material shall be in accordance with the following:

Asphalt Emulsion, AE-T, AE-PMT, SS-1h, <i>AE-NT</i>	902.01(b)
PG Asphalt Binder, PG 64-22	902.01(a)

SECTION 507, BEGIN LINE 107, INSERT AND DELETE AS FOLLOWS:

(b) Partial Depth Patching

Partial depth patching shall be constructed at locations shown on the plans. Existing joints directed to be patched partial depth, shall be milled to a depth of 3 in. (75 mm) the full width of the lane. The minimum length of milling is 6 in. (150 mm) beyond the map-cracked area. The milled area shall be cleaned of all loose material prior to patching. Cleaning shall be by blowing the milled areas with compressed air at a minimum pressure of 100 psi (690 kPa). When the milled areas are satisfactorily cleaned, the milled areas shall be tacked with *AE-T asphalt material* in accordance with 406 and patched with HMA.

REVISION TO STANDARD SPECIFICATIONS

SECTION 902 – ASPHALT MATERIALS

902.01(b) ASPHALT EMULSIONS

(Proposed changes shown highlighted in gray)

The Standards Specifications are revised as follows:

SECTION 902, AFTER LINE 115, DELETE AND INSERT AS FOLLOWS:

AE-NT is a fast setting, hard penetration type, intended for tack coats.

The requirements for asphalt emulsions shall be in accordance with the following:

Characteristic ⁽¹⁾⁽²⁾	AASHTO Test Method	RS-2	HFRS-2	AE-90	AE-90S	AE-T	<u>AE-NT</u>	AE-F	SS-1h	AE-150	AE-150L	AE-PL	AE-PMT ⁽⁶⁾	AE-PMP ⁽⁶⁾
Tests on Emulsion														
Viscosity, Saybolt Furol at 25°C, min.	T 59			50			<u>15</u>		20	50				20+
Viscosity, Saybolt Furol at 25°C, max.	T 59					100	<u>100</u>	100	100		100	115	100	
Viscosity, Saybolt Furol at 50°C, min.	T 59	75	75		50					75				
Viscosity, Saybolt Furol at 50°C, max.	T 59	400	400							300				
Demulsibility w/35 mL, 0.02N CaC12, %, min.	T 59	50	50		30			25						
Demulsibility w/50 mL, 0.10N CaC12, %, min.	T 59			75		75							25+	25+
Oil Distillate by Distillation, mL/100 g Emul, <u>max.</u> ⁽³⁾	T 59	4.0	4.0	4.0	3.0	4.0	<u>4.0</u>	4.0	4.0	7.0	7.0	3.0	3.0	3.0
Residue by Distillation, %, min.	T 59	68	68	68	65 ⁽⁵⁾	54	<u>50</u>	27	57	68	60	30		
Residue by Distillation, %, max.	T 59					62		35			65			
Sieve Test, %, max.	T 59	0.10	0.10	0.10	0.10	0.10	<u>0.30</u>	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Penetrating Ability, mm, min.	902.02(w)												6	
Stone Coating Test, %	902.02(t)3a			90						90	90			
Settlement, %, max.	T 59	5	5	5			<u>5</u>							
Storage Stability, %, max.	T 59				1									
Asphalt Content by Distillation at 204°C, %, min.													54	45
Asphalt Content by Distillation at 204°C, %, max.													62	

REVISION TO STANDARD SPECIFICATIONS

SECTION 902 - ASPHALT MATERIALS

902.01(b) ASPHALT EMULSIONS (CONTINUED)

Tests on Residue																
Penetration (0.1 mm) at 25°C, 100g, 5 s, min. ⁽⁴⁾	T 49	100	100	100	90	50		40	40					50	300+	
Penetration (0.1 mm) at 25°C, 100g, 5 s, max. ⁽⁴⁾	T 49	200	200	200	150	200	<u>40</u>	90	90					200		
Penetration (0.1 mm) at 25°C, 50g, 5 s, min. ⁽⁴⁾	T 49										100	100				
Penetration (0.1 mm) at 25°C, 50g, 5 s, max. ⁽⁴⁾	T 49										300	300				
Ductility at 25°C, mm, min.	T 51	400	400	400		400			400							
Solubility in Org. Sol., %, min.	T 44	97.5	97.5	97.5	97.5	97.5	<u>97.5</u>	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	
Float Test at 50°C, s, max. ⁽⁴⁾	T 50															
Float Test at 60°C, s, min. ⁽⁴⁾	T 50		1200	1200	1200	1200				1200	1200					
Force Ratio	T 300				0.3											
Elastic Recovery, at 4°C	T 301				58											
Polymer Content by Infrared														1.5+	1.5+	

- Notes:
- (1) Broken samples or samples more than 10 days old will not be tested.
 - (2) Combined percentage of the residue and oil distillate by distillation shall be at least 70% (note the different units – ml for oil and % for residue).
 - (3) Oil distillate shall be in accordance with ASTM D 396, table 1, grade no. 1
 - (4) The Engineer may waive the test.
 - (5) Maximum temperature to be held for 15 minutes *at* 200 ± 5°C.
 - (6) Asphalt shall be polymerized prior to emulsification.

COMMENTS AND ACTION

406.02 MATERIALS

507.05(b) PARTIAL DEPTH PATCHING

902.01(b) ASPHALT EMULSIONS

Motion:	Action:
Second:	<input type="checkbox"/> Passed as Submitted
Ayes:	<input type="checkbox"/> Passed as Revised
Nays:	<input type="checkbox"/> Withdrawn
Standard Specifications Sections affected:	 <input type="checkbox"/> 20 Standard Specifications Book
406.02 pg 272; 507.05(b) pg 345; 902.01 pg 804, pg 805.	<input type="checkbox"/> Revise Pay Items List
Recurring Special Provision affected:	 <input type="checkbox"/> Create RSP (No. _____)
NONE	<input type="checkbox"/> Effective _____ Letting
Standard Sheets affected:	 <input type="checkbox"/> RSP Sunset Date: _____
NONE	 <input type="checkbox"/> Revise RSP (No. _____)
Design Manual Sections affected:	<input type="checkbox"/> Effective _____ Letting
NONE	 <input type="checkbox"/> RSP Sunset Date: _____
GIFE Sections cross-references:	 <input type="checkbox"/> Standard Drawing Effective _____
NONE	 <input type="checkbox"/> Create RPD (No. _____)
	<input type="checkbox"/> Effective _____ Letting
	<input type="checkbox"/> Technical Advisory
	 <input type="checkbox"/> GIFE Update Req'd.? Y _____ N _____
	<input type="checkbox"/> By _____ Addition or _____ Revision
	 <input type="checkbox"/> Frequency Manual Update Req'd? Y _____ N _____
	<input type="checkbox"/> By _____ Addition or _____ Revision
	 <input type="checkbox"/> Received FHWA Approval? _____