GENERAL NOTES:
1. All materials and construction shall conform to the requirements of the
   Specifications. However, these 1's drawings supersede any
   conflicting requirements specified in the original 2008 edition of the
   Specifications or any subsequent version thereof or standard which
   has not been revised to include advancements specified in these
   drawings.
2. Span wire structures have been designed in accordance with the 2008 (4th)
   edition of the AASHTO Standard Specifications for Highway Signs, Luminaires,
   and Traffic Signal and Interiors (see note for use on the National Highway
   System).
3. All welding shall be performed in accordance with the American Welding
   No field welding shall be permitted on any part of the pole.
4. All traffic signals shall be placed vertically and horizontally in accordance
   with the MUTCD.
5. The bottoms of all signal heads and signs on each approach shall be plumb
   and horizontally aligned with the stop line.
6. Traffic signal conductor cables shall be lashed to the messenger wire
   with insulated outdoor type (black) or stainless steel lashing rod.
7. Each signal head shall have an individual number traffic signal conductor
cable.
8. Hardware used to anchor messenger, guy or tether wires, except the
   "offsets" on tether wires, shall develop the full breaking strength of the
   wire. Pole clamps shall be rated for a minimum breaking strength of 30,000
   lbs.
9. Each pole clamp shall connect a single messenger wire to a pole. For box
   spans where adjacent messenger wires connect to the same pole, each
   wire shall have its own pole clamp. The clamp shall be positioned
   vertically on the pole such that one is directly on top of the other and so
   that they are in contact with each other. Tether wires in adjacent spans
   may connect to a pole using the same pole clamp. Pole clamps shall be
   installed according to manufacturer's instructions. Messenger wire pole
   clamps in a single span wire traffic signal support system shall be at the
   same final elevation with an allowed tolerance of ±1. In box span wire
   or components, all messenger wires connect to pole clamps at the
   same final elevation, with a tolerance of ±1.
10. All span wire traffic signal and sign mounting hardware shall be aluminum
    with stainless steel hardware and bushings.
11. Span wire hardware shall be functionally equivalent to that shown in this
    drawing set and shall be approved by the Engineer.
12. All traffic signal support shall conform to the design criteria and details
    shown on these drawings unless noted otherwise on the plans or as
    approved by the Engineer.
13. A one-piece strain pole shall be used where a stub is required.
14. Dimensions shall not be scaled from the drawings.

FOUNDATION NOTES:
1. The foundations are designed based on the following conservative soil
   criteria which cover the great majority of soil types found in arizona.
   Classification: cohesionless (sand)
   Friction angle: 30 degrees
   Unit weight: 100 pounds per cubic foot
   SPI Blow count: 10
2. Only in cases where the designer considers the soil type at the specific
   site location to have lesser strength properties shall an analysis be
   required. Upper baring, SPI borings or SPI soundings may be utilized as
   needed to verify the assumed soil properties and, in relatively uniform
   sites, a single boring or sounding may cover several foundations.
   Furthermore, borings in the area that were performed for other
   purposes may be used to confirm the assumed soil properties.
3. Foundation concrete for drilled shafts shall be Class "F" with minimum
   28-day compressive strength of 3500 psi and shall be placed within
   undisturbed materials or compacted embankment. The top of the drilled
   shaft shall be formed to 12" below the ground surface. Compacted backfills
   shall be in place prior to driving the pile. Foundation concrete for wood
   poles shall be Class "G" with minimum 28-day compressive strength of
   3500 psi and shall be placed against undisturbed earth or compacted
   embankment.
4. Once the pole installation is completed, the open space between the base
   plate and the foundation shall be grouted with non-shrink, high
   early-strength, great non-ferrous with a minimum compressive
   strength of 5000 psi.
5. A bolt template shall be provided during the installation of anchor bolts,
   similar to the anchor plate details, and shall be machined to each base
   The bolt template shall be fabricated of a 1/8 thick minimum steel plate,
   plate.
6. Reinforcing steel shall conform to ASTM A416 or A416, Grade 50, a
   minimum bar length of 36" bar diameters shall be used unless noted otherwise.
7. All bars and steel shall meet the requirements of AASHTO LRFD Article
   5.4.2. All bend dimensions for reinforcing steel shall be cut to fit the
   center of the bars unless noted otherwise.
8. 3/8" Dia or 3/4" Dia spiral shall be cold drawn steel wire conforming
    to AASHTO M136 except the minimum tensile strength shall be 65,000 psi.
    There shall be 3/4 turns tapped at the top and the bottom of each
    spiral.

The use of this standard drawing on projects on the National Highway
System (NHS) is not allowed, as this structure was not designed using
the 2013 AASHTO Standard Specifications for Structural Supports
(LTS-6). For use on the NHS, manufacturers shall design the structure
per the requirements of LTS-6.