



To: SUPERSEDED BY EB 21-057 EFFECTIVE 11/24/21		New York State Department of Transportation ENGINEERING INSTRUCTION	EI 98-011
Title: TRAFFIC SIGNAL POLE TAPERS - ERRATA			
Distribution: <input checked="" type="checkbox"/> Manufacturers (18) <input type="checkbox"/> Surveyors (33) <input checked="" type="checkbox"/> Main Office (30) <input checked="" type="checkbox"/> Consultants (34) <input type="checkbox"/> Local Govt. (31) <input checked="" type="checkbox"/> Contractors (39) <input checked="" type="checkbox"/> Regions/Agencies (32) <input type="checkbox"/> _____ ()	Approved:  <hr/> P. J. Clark, Deputy Chief Engineer, Design Division <input type="text" value="03/19/98"/> Date 		

Administrative Information. This Engineering Instruction becomes effective with the letting of 6/25/98. This does not supersede any other official issuance.

Transmitted Material. This Engineering Instruction revises §724-03 TRAFFIC SIGNAL POLES, by changing the maximum taper rate from 11 mm/m to 12 mm/m. This change may seem insignificant, but apparently manufacturers are still fabricating signal poles with the same maximum taper rate shown in the 1990 Spec Book, 0.14"/ft. That converts to 11.67mm/m. Therefore, by changing the maximum taper rate to 12 mm/m, these poles will no longer be out of spec, and field personnel will not have any more questions or qualms about accepting these poles. In addition, signal poles with taper rates up to 12 mm/m are now acceptable even on projects already under construction.

This revision will appear in the **ERRATA** note as follows:
Page 7-233, lines 6 and 12, change "11 mm" to "12 mm."

Contact Person. Any questions pertaining to this EI may be addressed to Richard Stempel of the Design Quality Assurance Bureau, at (518) 457-5440.