

**INTERNATIONAL JOURNAL OF ENGINEERING SCIENCES & RESEARCH  
TECHNOLOGY****PROTECTION, UTILIZATION AND ANALYSIS OF HIGH MAST STREET LIGHT  
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**ABSTRACT**

High Mast Light gives the several cost effective advantages and cost is a major issue for rural area general services. This project illustrates the theoretical basis and the analytical development of the high mast lighting poles. In the late 1960's, studies were conducted to investigate the impact that high-mast lighting gives on traffic performance, driver visibility, and illumination costs. It was found that increasing the height of the lighting offered a noticeable advantage in that it provided drivers with increased uniformity of illumination and brightness while minimizing discomfort and disability glare. In this turn, it's led to a reduced number of visibility related accidents. Also, lighting is a major requirement when we deal with working at the opencast mining. In opencast mining, the efficient lighting system is required while working during dark hours. In the present work, a new system of light mast tower is proposed & designed which increases the usability of the existing light mast towers. In this solution, each light mast is given a particular position to its vertical & horizontal axis which sets the light to focus in any particular area and direction to cover target area with minimum power and resource.

**KEYWORDS:** Illumination, High Mast, Visibility, Glare, Focus.**INTRODUCTION**

High-mast lighting towers are vertical, cantilevered structures that are used to illuminate a relatively large area. Although primarily used for highway intersection lighting in rural areas, they are also utilized in other large areas such as parking lots, sporting venues, or even penitentiaries. As a result, failures of these structures are critical due to the potential for them to fall across highway lanes or other. When tall masts were installed in several cities to illuminate large areas. The first known application of high-mast lighting to highways was the Heerdter Triangle installation in Dusseldorf, Germany, in the late 1950's. It was followed by installations in other European countries including Holland, France, Italy, and Great Britain. With the passing of the Federal-Aid Highway Act of 1956, interest in High Mast lighting in this country was stimulated by the successful applications in Europe. Roman,

**Light Mast Towers:** High-mast lighting towers have several distinct features. The towers consist of a single sectioned tube connected to a flat base plate. Base plates range from 1.5-in to 4-in in thickness. The base plate is bolted to a concrete foundation that extends several feet into the ground. Illumination comes from lighting equipment located at the top of the tower. Anchor rods are used to connect the high-mast base plate to the concrete foundation. The size and number of anchor rods used to depend on the size and height of the high-mast tower. The anchor rods extend into the concrete foundation a considerable depth to prevent anchorage failure. Nuts are tied on both the top and bottom of the tower base plate. Leveling nuts are used underneath the base plate to both levels the tower during erection and provide uniform tightening of the base plate. The top nuts tighten enough the base plate which fixes the entire system to the concrete foundation. It is important to note that improper tightening of the nuts can introduce additional stresses in the occupied areas. High-mast lighting dates back to the 1800s pole to base plate connections. This is believed to be the culprit of many high-mast tower failures. In order to prevent loosening problem of the top nuts, double nuts are used on the upper side of the base plate.



Figure:



*Figure1. An image of conventional street lighting system and its wasting of power and resource*

## MATERIALS AND METHODS

**Modeling of a light mast tower:** In earlier times wherein computers were not yet developed, there has been a representation of using conventional media in designing. Ancient architects used text to abstractly describe the design process. 2D drawings were later introduced and only expressed abstract visual thinking. The attempts have been continued to identify the nature of different design tools. The 3D model is created using the solid works software. Basically, the frame is modeled first and the outline provides the basic idea of a complete model. The dome shaped lights are created in 2D and then extruded by using the pan command. Once a dome is created that can be mirrored as per the requirement. Now for the modeling, the designed mechanism separate assemblies are created. The worm and worm gear is drawn and also the lead screw arrangement is created. Finally, the assembly of all the components is done and the complete 3D model is created finally. The mechanism is proposed which consist of the gearbox driven by the single phase induction motor of rpm. The gearbox consists of worm gears. Worm gear drives are used to transmit motion and power between two mutually perpendicular non-intersecting axes with a large reduction in a single step. The figure, The set of the worm gear and the motor is used to rotate the whole assembly in clockwise as well as anti-clockwise direction. The motor used is a single phase induction motor of 1550 rpm and the worm gear is designed for the particular application. The whole assembly is mounted on the base from where the pole is initiated. The worm gears used are having their velocity ratio as 1440:40 in a single step of reduction. The linkage arrangement is basically used for the movement of lights in their vertical and horizontal direction. The lead screw with a pitch length of 10 mm is mounted on the frame which is constrained to move in the vertical direction using the Plummer block from both the ends. The motor used is a single phase induction motor of 1440 rpm and is used to rotate the lead screw. The lead screw is equipped with a nut and the nut is pivoted by the two linkages used to provide a free movement to the linkages of dome shaped lights. Similarly, the frame is arranged with the gearbox and motor assembly used to rotate the lights in particular direction.

**Design:** The detailed of electrical drawings and the standard specifications provides the design details for foundation depth, width, reinforcing, etc., for conventional light standards. If high-mast lighting is used, foundations typically require specialized designs and soil surveys are performed to ensure adequate support. Check with the Geotechnical Section for additional guidance. Lighting design depends on the illumination method relies on the amount of lighting flux reaching the pavement and the uniformity of the light on the pavement surface. The steps in the design process are as follows:

- a) Estimation of the foot-candle value to be lighted.
- b) Selecting the type of light source.
- c) Selecting light source size and mounting height.
- d) Selecting luminaire type.
- e) Determining luminaire spacing and location.
- f) Checking for design adequacy.

**Placement:** It provides the Department's criteria for the roadway. Street Light poles standards a major factor in highway lighting process is the selection of the luminaire and the mounting height. Higher mounting heights usually reduce the number of light standards required and enhance illumination uniformity. The Standard Specifications, the electrical drawings and the latest edition of the Standard Specifications for Structural Support for Highway Signs, Luminaires and Traffic Signals provide the Department's criteria for light.

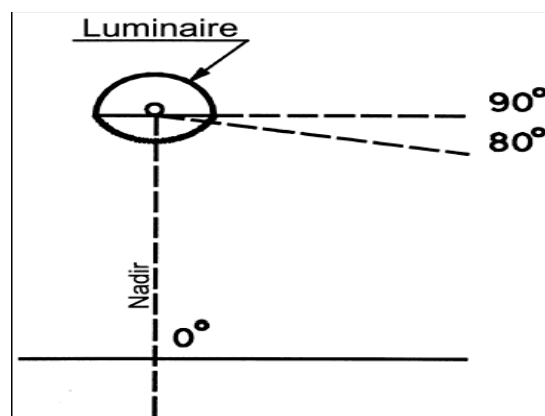
**Luminaires:** The luminaire (pronounced loom-in-air) is the complete lighting unit (or fixture), including the light source, reflector(s), lens, and housing. The common types of luminaires and their uses are describing here.

**Conventional Luminaires:** Conventional roadway luminaires consist of aluminum housings with glass lenses and polished aluminum reflectors. They are commonly called "cobra heads." These conventional units are usually mounted no higher than 50 feet. Typical sizes and mounting heights are:

- 400-watt HPS at 45 to 55 foot MH
- 250-watt HPS at 30 to 40 foot MH (mounting height)
- 150-watt HPS at 20 to 30 lower mounting heights are necessary (such as the airports).

Mounting of Luminaires "House side mounting" refers to the placement of luminaires between the curb and right-of-way line. "Median mounting" refers to placement on open medians or medians with the concrete traffic barrier.

**Figure:**



*Figure2. The candlepower of luminaires designated as full-cutoff, cutoff, and semi cutoff is limited at angles of 90 and 80 degrees from the nadir*

**Cutoff:** Roadway luminaires, the point on the ground directly below the light source is called the “nadir.” Reduction of the luminous intensity (candlepower) in the upper portion of the light beam above nadir is required to control glare or reduce the amount of light falling off the right-of-way. Luminaires that feature this type of control are called “full-cutoff,” “cutoff,” and “semi-cutoff.” The candlepower of luminaires designated as full-cutoff, cutoff, and semi-cutoff is limited at angles at 90 and 80 degrees from the nadir (see Figure 2). The following table shows the requirements for full-cutoff, cutoff, semi-cutoff, and no cutoff type luminaires.

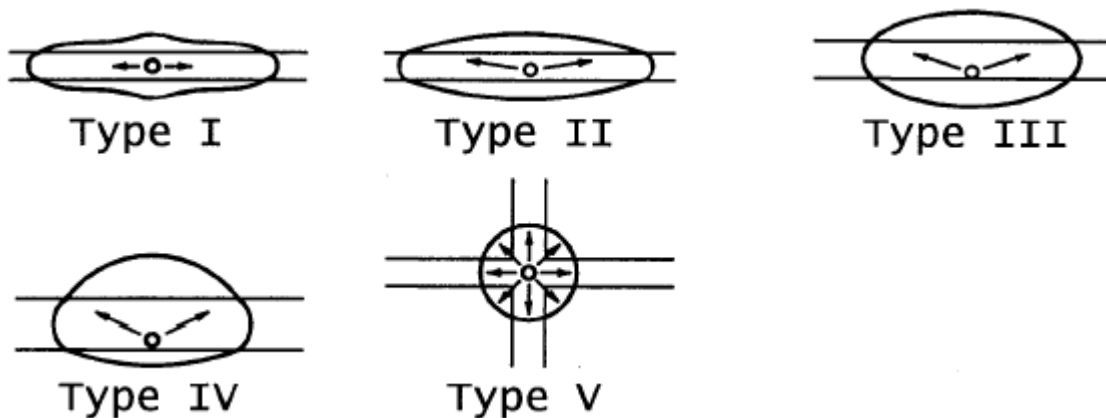
Tables:

*Table 9. Candlepower Cutoff Requirements for Different Luminaire Types*

Luminaire Type	Percent of Total Candlepower at 90° from Nadir (Horizontal)	Percent of Total Candlepower at 80° from Nadir
Full-cutoff	0%	≤10%
Cutoff	≤2.5%	≤10%
Semi cutoff	≤5%	≤20%
No cutoff	No limitation in either zone.	

NOTE: In some cases the cutoff distribution may meet the requirements of the semi cutoff, and the semi cutoff may meet the requirements of the no cutoff.

**Light Distribution Patterns:** The Illumination Engineering Society (IES) writes many of the industry standard specifications for fixtures. The IES has designated several standard types based on their light distribution patterns. Figure 3 shows plan views of light distribution patterns for the basic types of conventional luminaires.



*Figure 3. Plan views of light distribution patterns for basic types of conventional luminaires*

**Underpass Luminaires:** Underpasses may require a special 150-watt HPS cobra head or induction fluorescent luminaires mounted on caps or special brackets. Where structures are higher than 25 feet above the roadway, the 250-watt luminaire may be used.

**High Mast Lighting:** High mast lighting units are mounted at heights of 100 feet or more and use high-pressure sodium light sources. The following table shows the three types of high mast lighting, their photometric characteristics, and their typical light sources.

**Computational Methodology:** A study manufacturing of different high mast poles with its specification, environmental conditions for placement, economy, commissioning was being carried out and found taper circular hollow section to be optimum. The material is selected as mild steel due to its properties as exhibited in the graph. By this developing procedure of finding diameters of high mast pole and foundation bolts by considering the circular section of the pole has being done and analyses are carried out in solid works (Cosmos

Xpress) by fixing the base section and applying the compressive load on the top section of the pole. By which we obtain various stress, strain and deformation relations shown. High mast lighting system used to provide unified illumination for large intersections of the target area, especially for highways located in rural areas.

## RESULTS AND DISCUSSION

**High-Mast Lighting System Design:** The design of high-mast lighting systems have same design procedures as discussed in above “Modeling of High-Mast”. In addition, consider the following:

- A. **Light Source:** Generally, a 1000 W high-pressure sodium light source should be used. The number of Mast Poles required will be determined by the area to be lighted. As a general starting point, it can be assumed that mounting heights of about 100 feet will require 400,000 lm, 600,000 lm for mounting heights of 110 to 120 feet and 800,000 lm for mounting heights of 130-140 feet (. The number of luminaires per pole typically ranges from 4 to 6 luminaires.
- B. **Mounting Heights:** High-mast lighting can range from 80 feet to 200 feet. In general, heights of 100 feet to 160 feet have proved to be the most practical. More heights require more luminaires to maintain good illumination sighting. However, greater heights allow for fewer poles and provide better luminance uniformity.
- C. **Location:** Determining the location of the high-mast poles, the designer should carefully review the plan view of the area to determine the lighting of the critical area. In selecting the appropriate luminaire supports for high-mast lighting, consider the following:
  - a) **Critical Areas:** Mast poles should be located that the highest levels of illumination focused towards the densities traffic areas (e.g., freeway/ramp junctions, ramp terminals, merge points).
  - b) **Roadside Safety:** Mast poles should be located a sufficient distance from the roadway so that the probability of a collision is virtually eliminated. Also, they should not be placed at the end of long tangents.
  - c) **Signs:** Masts should be located so that they are not within the driver’s direct line of sight.
- D. **Design:** There are generally two methodologies for examining the cogency of uniformity — the point-by-point method and the template method. The point-by- point method checks illumination by using the manufacturer’s iso-foot-candle (isolux) diagram. The contributions of illumination from all Mast Poles deployment should be under the effective range of the point. Due to the numerous calculations, a computer should be used to make these determinations. The template methodology uses iso-foot-candle (isolux) templates to determine the right locations for mast supports. The templates may be moved around to ensure that the minimum maintained for Illumination is provided and the uniformity ratio has been satisfied. Give additional focus to adjacent land use while analyzing. The FHWA publication Roadway Lighting Handbook provides an example of using the template methodology for a high-mast lighting design.
- E. **Navigable Airspace:** Where lighting projects are being considered in close proximity to an active airfield or airport, the designer should consider the impact luminaire height has on navigable airspace.



## CONCLUSION

We have to increase the use of HML tower in tribes to reduce the cost of power consumption and installation. The proposed mechanism is allowed to select right spot and height of the tower to install HML in a target area that helps us to plan and estimate the .cost of deployment of HML towers. This can prevent a wrong and unnecessary installation of HML that will save the huge amount of money. Also, we can use the solar panel on top of every HML than we can get additional cut saving on the power consumption. When we think about HML life than its design already proved the long life and stays undamaged against heavy wind impact comparable with normal street lamp pole. So there are many advantages comes when we adopt HLM as journal lighting system to enlightening the public livings area.

## ACKNOWLEDGEMENTS

Cost comparisons between high mast installation and conventional lighting systems installation vary differently depending on the application where the lighting system is being installed. But the High-Mast lighting installation frequently less expensive to install than conventional lighting systems. Also, High-Mast has reduced the complexity of plan and easy to fit and the smaller number of equipment's, wiring and poles required. Another interchange of the situation of the installation, conventional lighting usually starts from a smaller initial cost.

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