

## OVERHEAD SIGN SUPPORTS

### Description

Design, fabricate, furnish and erect various types of overhead sign assemblies. Fabricate supporting structures using tubular members of either aluminum or steel. The types of overhead sign assemblies included in this specification are span structures, cantilever structures and sign structures attached to bridges.

### Materials

Structural Steel	Section 1072
Overhead Sign Structures	Section 1096
Signing Materials	Section 1092
Organic Zinc Repair Paint	Article 1080-9
Reinforcing Steel	Section 1070
Direct Tension Indicators	Sections 440 and 1072

### Construction Methods

#### A. General

Fabricate overhead sign assemblies in accordance with the details shown in the approved working drawings and the requirements of these specifications.

No welding, cutting or drilling will be permitted in the field, unless approved by the Engineer.

Drill bolt holes and slots to finished size. Holes may also be punched to finished size, provided the diameter of the punched holes is at least twice the thickness of the metal being punched. Flame cutting of bolt holes and slots is not permitted.

Erect sign panels in accordance with the requirements for Type A or B signs as indicated in the plans or Roadway Standard Drawings. Field drill two holes per connection in the Z bars for attaching signs to overhead structures. Provide two U-bolts at each U-bolt connection such as each truss chord to sign hanger and each truss chord to walkway support or light support. Provide two U-bolts at each U-bolt connection where ends of truss chords are supported. The minimum diameter of all U-bolts is ½ inch.

For all U-bolt connections of hanger beams to overhead assembly truss chords, provide all U-bolts with a flat washer and double nuts at each end of the U-bolts. All double nuts that are on any U-bolt shall be the same thickness and weight. When assembled, the double nuts shall be brought tight against each other by the use of two wrenches.

TIP \_\_\_\_\_

Use two coats of a zinc-rich paint to touch up minor scars on all galvanized materials.

For high strength bolted connections, use direct tension indicators. Galvanize bolts, nuts and washers in accordance with the Standard Specifications.

## **B. Shop Drawings**

Design the overhead sign supports, including foundations, prior to fabrication. Submit design calculations and working drawings of the designs to the Engineer for review and acceptance.

Have a professional engineer registered in the State of North Carolina perform the computations and render a set of sealed, signed and dated drawings detailing the construction of each structure.

Submit to the Engineer for review and acceptance complete design and fabrication details for each overhead sign assembly, including foundations and brackets for supporting the signs and maintenance walkways, if applicable, electrical control boxes, and lighting luminaires. Base design upon the revised structure line drawings, wind load area and the wind speed shown in the plans, and in accordance with the *Standard Specifications for Structural Structures for Highway Signs, Luminaires and Traffic Signals*.

Submit thirteen (13) copies of completely detailed working drawings and one copy of the design calculations including all design assumptions for each overhead sign assembly to the Engineer for approval prior to fabrication. Working drawings shall include complete design and fabrication details (including foundations); provisions for attaching signs, maintenance walkways (when applicable), lighting luminaires to supporting structures, applicable material specifications, and any other information necessary for procuring and replacing any part of the complete overhead sign assembly.

Allow 40 days for initial working drawing review after the Engineer receives them. If revisions to working drawings are required, an additional 40 days shall be required for review and approval of the final working drawings.

Approval of working drawings by the Engineer shall not relieve the Contractor of responsibility for the correctness of the drawings, or for the fit of all shop and field connections and anchors.

## **C. Design and Fabrication**

The following criteria govern the design of overhead sign assemblies:

Design shall be in accordance with the Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 5<sup>th</sup> Edition, 2009 and the 2010 and 2011 Interim Revisions.

Within this Specification, there are several design criteria that are owner specified. They include:

- Overhead cantilever sign structures shall include galloping loads (exclude four-chord horizontal trusses).
- The natural wind gust speed in North Carolina shall be assumed to be 11.6 mph.
- The fatigue importance category used in the design, for each type of structure, shall be for:
  - Cantilever structures with span greater than 50 feet – Fatigue Category I.
  - 
  - Cantilever structures with span less than or equal to 50 feet – Fatigue Category II.
- Non-cantilever structures – Fatigue Category II

The following Specification interpretations or criteria shall be used in the design of overhead sign assemblies:

- For design of supporting upright posts or columns, the effective length factor for columns “K”, as provided for in Appendix B, Section B.5, shall be taken as the following, unless otherwise approved by the Engineer:
  - Case 1 For a single upright post of cantilever or span type overhead sign structure, the effective column length factor, “K”, shall be taken as 2.0.
  - Case 2 For twin post truss-type upright post with the post connected to one chord of a horizontal truss, the effective column length factor for that column shall be taken as 2.0.
  - Case 3 For twin post truss-type upright post with the post connected to two truss chords of a horizontal tri-chord or box truss, the effective column length factor for that column shall be taken as 1.65
- For twin post truss-type uprights, the unbraced length of the post shall be from the chord to post connection to the top of base plate.
- For twin post truss-type uprights when the post is subject to axial compression, bending moment, shear, and torsion, the post shall satisfy Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals

Equations 5-17, 5-18 and 5-19. To reduce the effects of secondary bending, in lieu of Equation 5-18, the following equation may be used:

$$\frac{f_a}{F_a} + \frac{f_b}{\left(1 - \frac{0.6f_a}{F_e}\right)F_b} + \left(\frac{f_v}{F_v}\right)^2 \leq 1.0$$

Where  $f_a$  = Computed axial compression stress at base of post

- The base plate thickness for all uprights and poles shall be a minimum of 2" but not less than that determined by the following criteria and design.

Case 1      Circular or rectangular solid base plates with the upright pole welded to the top surface of base plate with full penetration butt weld, and where no stiffeners are provided. A base plate with a small center hole, which is less than 1/5 of the upright diameter, and located concentrically with the upright pole, may be considered as a solid base plate.

The magnitude of bending moment in the base plate, induced by the anchoring force of each anchor bolt shall be calculated as  $M = (P \times D_1) / 2$ .

Case 2      Circular or rectangular base plate with the upright pole socketed into and attached to the base plate with two lines of fillet weld, and where no stiffeners are provided, or any base plate with a center hole that is larger in diameter than 1/5 of the upright diameter

The magnitude of bending moment induced by the anchoring force of each anchor bolt shall be calculated as  $M = P \times D_2$ .

–             $M$  - bending moment at the critical section of the base plate induced by one anchor bolt

–             $P$  - anchoring force of each anchor bolt

–             $D_1$  - horizontal distance between the center of the anchor bolt and the outer face of the upright, or the difference between the radius of the bolt circle and the outside radius of the upright

–             $D_2$  - horizontal distance between the face of the upright and the face of the anchor bolt nut

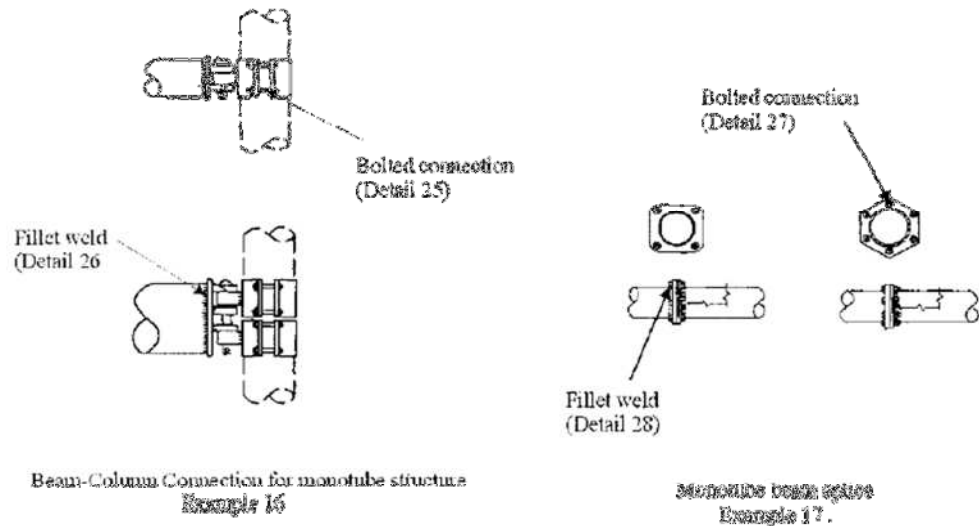
- The critical section shall be located at the face of the anchor bolt and perpendicular to the radius of the bolt circle. The overlapped part of two adjacent critical sections shall be considered ineffective.

- The thickness of Case 1 base plate shall not be less than that calculated based on formula for Case 2.
- Uprights, foundations, and trusses that support overhead signs shall be designed in accordance with the Overhead and Dynamic Message Sign Foundations Project Special Provision for the effects of torsion. Torsion shall be considered from dead load eccentricity of these attachments, as well as for attachments such as walkways, supporting brackets, lights, etc., that add to the torsion in the assembly. Truss vertical and horizontal truss diagonals in particular and any other assembly members shall be appropriately sized for these loads.
- Uprights, foundations, and trusses that support overhead mounted signs shall be designed for the proposed sign wind area and future wind areas. The design shall consider the effect of torsion induced by the eccentric force location of the center of wind force above (or below) the center of the supporting truss. Truss vertical and horizontal truss diagonals in particular and any other assembly members shall be appropriately sized for these loads.

For non-cantilevered monotube sign support structures, the following table and figures are considered as a required addition to the Standard Specifications for Structural Support for Highway Signs, Luminaires and Traffic Signals, 5<sup>th</sup> Edition, 2009:

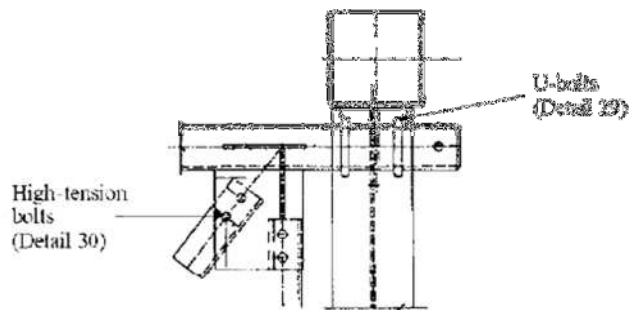
<u>Construction</u>	<u>Detail</u>	<u>Stress Category</u>	<u>Application</u>	<u>Example</u>
Mechanically Fastened Connections	25. Bolts in Tension	D	Beam column connection for monotube structures	16
Fillet Weld Connections	26. Fillet welded with one side normal to applied stress	E'	Beam column connection for monotube structures	17
Mechanically Fastened Connections	27. High strength bolts in tension	D	Monotube or truss-chord splice	17
Fillet Weld Connections	28. Fillet welded with one side normal to applied stress	E'	Monotube or truss-chord splice	17
Mechanically Fastened Connections	29. U-bolts tied to transverse truss column to keep chords in place	D	Horizontal truss connection with vertical truss	18
Mechanically Fastened Connections	30. Net section of full-tightened, high tension bolts in shear	B	Truss bolted joint	18

Add to the Specifications, Figure 11-1:



Beam-Column Connection for monotube structure  
Example 16

Monomole beam sign  
Example 17.



Beam-Column Connection for Truss Structure  
Example 18

Fabricate all overhead sign assemblies, including but not limited to foundations, in accordance with the details shown on the approved shop drawings and with the requirements of these Specifications.

Fabricate the span and cantilever supporting structures using tubular members of either aluminum or steel, using only one type of material throughout the project. Sign support structures that are to be attached to bridges shall be fabricated using other structural shapes.

Horizontal components of the supporting structures for overhead signs may be of a truss design or a design using singular (monotube) horizontal members to support the sign panels.

Truss or singular member centerline must coincide with the centerline of sign design area shown on the structure line drawing.

TIP \_\_\_\_\_

Provide permanent camber in addition to dead load camber in accordance with the *Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals*. Indicate on the shop drawings the amount of camber provided and the method employed in the fabrication of the support to obtain the camber.

Use cantilever sign structures that meet the following design criteria:

- a. Do not exceed an  $L / 150$  vertical dead load deflection at the end of the arm due to distortions in the arm and vertical support, where  $L$  is the length of the arm from the center of the vertical support to the outer edge of the sign.
- b. Do not exceed an  $L / 40$  horizontal deflection at the end of the arm due to distortions in the arm and vertical support, as a result of design wind load.

Fabricate attachment assemblies for mounting signs in a manner that allows easy removal of sign panels for repair.

TIP \_\_\_\_\_

**Compensation**

The work covered by this section will be paid for at the contract lump sum for each Overhead Structure “\_\_\_\_\_”. Such price will be full compensation for all work covered by this specification includes all design, fabrication, construction, transportation, and erection of the complete overhead sign structure, supporting structure, hardware, lighting support brackets, preparing and furnishing shop drawings, and attaching the signs to the overhead assembly.

Payment will be made under:

Supports, Overhead Sign Structure @

Lump Sum