

OVERHEAD TRAFFIC SIGN SUPPORT GENERAL NOTES



1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S 'STANDARD SPECIFICATIONS FOR CONSTRUCTION', DATED 2006, WITH CURRENT MODIFICATIONS.
2. OVERHEAD SIGN/SIGNAL SUPPORTS SHALL CONFORM TO AASHTO'S PUBLICATION ENTITLED 'STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRE'S, AND TRAFFIC SIGNALS', DATED 2009 AND ITS LATEST REVISION.
3. ADDITIONAL DESIGN CRITERIA ARE AS FOLLOWS:
 - CONCRETE: CLASS B
 - REINFORCING: AASHTO M31M/M31 GRADE 420
 - WIND LOAD AND ICE LOAD PER AASHTO 'STANDARD SPECIFICATIONS' THE CONTRACTOR SHALL PERFORM SUBSURFACE EXPLORATION AS NECESSARY FOR THE DESIGN OF THE MAST ARM AND SIGNAL POLE FOUNDATIONS
4. ANCHOR BOLTS
 - FOUR STAINLESS STEEL ANCHOR BOLTS WITH TWO HEXAGON NUTS, ONE WASHER AND ONE LOCK WASHER PER BOLT SHALL BE FURNISHED WITH EACH POLE. ANCHOR BOLT PLATES, WHEN USED, SHALL ALSO BE STAINLESS STEEL. SEE SUB-SECTION 714.09.
5. FLANGE BOLTS
 - ALL FLANGE BOLTS AND HEX NUTS SHALL BE HIGH STRENGTH STEEL AND SHALL CONFORM TO ASTM A325. THE FLANGE BOLTS SHALL BE CAPABLE OF RESISTING 133% OF THE FULL DESIGN STRESS OF THE TUBE AT ITS YIELD STRENGTH STRESS.
6. HORIZONTAL AND VERTICAL MEMBERS
 - STEEL TUBES SHALL BE FORMED AND WELDED WITH ONE CONTINUOUS LONGITUDINAL WELD ONLY. AFTER FORMING AND WELDING THEY SHALL BE COLD ROLLED TO ENSURE UNIFORMITY OF SIZE AND SMOOTHNESS OF WELD. THEY SHALL HAVE A MINIMUM YIELD STRENGTH OF 330.9 MPa THERE SHALL BE NO TRANSVERSE WELDING EXCEPT AT THE FLANGE CONNECTIONS AND POLE BASE PLATES, WHERE THE TUBES SHALL TELESCOPE THE FLANGES AND PLATES AND BE CONTINUOUSLY WELDED BOTH SIDES INSIDE AND OUT TO WITHSTAND THE FULL TRANSFER OF THE BENDING STRENGTH TO THE BOLTS. OPTIONALLY, THE MEMBERS MAY BE A SERIES OF TWO OR THREE DIFFERENT DIAMETER PIPES WELDED TOGETHER.
7. GALVANIZING
 - ALL STEEL COMPONENTS, EXCEPT CONCRETE REINFORCING AND STAINLESS STEEL HARDWARE, ARE TO BE HOT DIPPED GALVANIZED AFTER FABRICATION. THE ASSEMBLIES SHALL BE DESIGNED AND FABRICATED TO PERMIT GALVANIZING ON ALL INTERIOR AND EXTERIOR SURFACES AND SHALL BE FREE OF POCKETS AND OTHER STRUCTURAL OBSTRUCTIONS THAT WILL NOT PERMIT PROPER DEPOSITION OF ZINC COATING. GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM A123 AND A153.
8. WELDING
 - A. ALL DESIGN DETAILS, WORKMANSHIP, PROCEDURES AND INSPECTION SHALL CONFORM WITH SUB-SECTION 506.10.
 - B. ALL WELDS SHALL BE AT LEAST AS STRONG AS THE MATERIAL (S) BEING WELDED.
9. FOOTING
 - A. AS AN ALTERNATIVE TO THE DRILLED HOLES, FOOTINGS MAY BE Poured IN EXCAVATED HOLES USING THE PROPER FORMS, WHICH MUST BE REMOVED. THE EXCAVATED HOLES SHALL BE AT LEAST 600 mm CLEAR OF THE FOOTING SIDES AND 300 mm DEEPER THAN THE FOOTING. CARE SHALL BE TAKEN TO AVOID EXCAVATING AROUND THE TOP OF THE FOOTING. THE BACK FILL MATERIAL SHALL BE COMPACTED AS DESCRIBED IN SUB-SECTION 204.08. DESIGN LIMITS AS FOR AUGURED FOOTING APPLY.
 - B. WHEN THE DESIGN DEPTH OF A FOOTING CANNOT BE OBTAINED DUE TO UNFORESEEN FIELD CONDITIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND SHALL PROVIDE A REVISED FOUNDATION DESIGN. ASSUME 4 WEEKS FOR VTRANS REVIEW OF REVISED FOUNDATION DESIGN.
 - C. ANY BACK FILL PLACED ADJACENT TO THE FOOTING SHALL BE GRANULAR MATERIAL MEETING THE REQUIREMENTS FOR GRANULAR BACKFILL FOR STRUCTURES, SUB-SECTION 704.08. CONCRETE FOR FOOTING SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE, CLASS B, SECTION 541, STRUCTURAL CONCRETE. GROUT MATERIAL SHALL BE NON-SHRINKING MORTAR CONFORMING TO SUB-SECTION 707.03 (MORTAR TYPE IV).
 - D. SIGNALS/SIGNS SHALL BE INSTALLED AND LEVELED AND POLES SHALL BE PLUMB PRIOR TO PLACING GROUT UNDER POLE BASE.

10. FABRICATION DRAWINGS (6 COPIES OF EACH) SHALL BE SUBMITTED TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION, STRUCTURES SECTION FOR APPROVAL PRIOR TO FABRICATION. THE FABRICATION DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION:
 - A. DETAILED DRAWING OF EACH COMPONENT OF THE STRUCTURE.
 - B. MATERIAL SPECIFICATION FOR EACH COMPONENT OF THE STRUCTURE, EITHER BY COMPLETE SPECIFICATION OR REFERENCE TO APPLICABLE ASTM STANDARDS.
 - C. NOTATION OF PROJECT NAME, PROJECT NUMBER, ROUTE NUMBER, AND STRUCTURE STATIONING (TO BE INCLUDED ON EACH SHEET).
 - D. DETAILS FOR LOCATION OF SIGNS/SIGNALS AND ATTACHMENT HARDWARE FOR THE SUPPORT STRUCTURE.
 - E. ALL ELEVATIONS AND DIMENSIONS NECESSARY TO PROVIDE A COMPLETE SET OF RECORD PLANS.
 - F. DEAD LOAD DEFLECTION AND CAMBER INFORMATION.
 - G. WELDING DETAILS AND PROCEDURES ARE REQUIRED FOR ALL WELDS. PROCEDURES SHALL BE SUBMITTED FOR APPROVAL WITH REFERENCE TO EACH WELD IDENTIFIED ON THE FABRICATION DRAWINGS. (SEE SUB-SECTION 506.10)
11. EACH OVERHEAD TRAFFIC SIGNAL/SIGN SUPPORT SHALL BE GROUNDED. THE GROUND SHALL CONSIST OF:
 - A) AN INTERNAL GROUND LUG OPPOSITE THE HAND HOLE.
 - B) A 13.30 mm² AWG (MIN.) SOFT DRAWN COPPER GROUNDING ELECTRODE CONDUCTOR.
 - C) A 16 mm x 2.4 m (MIN.) COPPER CLAD GROUNDING ELECTRODE. THE RESISTANCE TO GROUND SHALL BE 25 OHMS OR LESS. ADDITIONAL GROUNDING ELECTRODES MAY BE REQUIRED (MINIMUM SPACING SHALL BE 1.8 m).

WHEN A POWER SERVICE, METER AND DISCONNECT ARE ATTACHED TO A POLE, THERE SHALL BE A CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE METER AND DISCONNECT WHICH MAY RUN INTERNAL TO THE UP-RIGHT, THROUGH THE 13 mm FLEXIBLE TUBING IN THE CONCRETE BASE TO THE REQUIRED GROUNDING ELECTRODE(S). THE GROUNDING ELECTRODE CONDUCTOR FROM THE POLE GROUNDING LUG, CONTROLLER CABINET AND/OR LUMINAIRE MAY ATTACH TO THIS CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT. THE CONTRACTOR SHALL PERFORM A RESISTANCE TO GROUND TEST ON THE CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT AND PROVIDE A WRITTEN STATEMENT TO THE AREA ELECTRICAL INSPECTOR THAT THE GROUNDING ELECTRODE CONDUCTOR IS CONTINUOUS FROM THE SERVICE METER AND DISCONNECT AND THE RESISTANCE TO GROUND IS 25 OHMS OR LESS.
12. THE COST OF SIGN SUPPORTS, INCLUDING ALL HARDWARE, SIGN BRACKETS, FOOTINGS AND LUMINAIRE ARMS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 677.13. THESE COMPONENTS SHALL CONFORM TO ALL APPLICABLE PROVISIONS OF SECTIONS 677, 678, AND 679.
13. HORIZONTAL MEMBERS SHALL BE CAMBERED AND THE VERTICAL POLES BACKRACKED (WHERE APPLICABLE) TO THE ANTICIPATED DEAD LOAD DEFLECTION PLUS THE CAMBER, IF ANY, SPECIFIED ON THE PLANS.
14. AN EQUIVALENT ALTERNATE DESIGN MAY BE SUBSTITUTED FOR THE DETAILS AND MATERIALS SHOWN.
15. THE DETAILS OF DESIGN FOR THE STRUCTURE AND FOOTINGS ARE TO BE SUPPLIED BY THE CONTRACTOR AND/OR BY THE MANUFACTURER. THE STRUCTURE SHALL BE DESIGNED TO RESIST THE MAXIMUM LOADING AS OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 2). ALL DETAILS OF THE STRUCTURE AND THE FOOTING SHALL BE CHECKED AND STAMPED BY A STRUCTURAL ENGINEER REGISTERED IN THE STATE OF VERMONT PRIOR TO SUBMITTAL OF THE FABRICATION DRAWINGS TO THE VERMONT AGENCY OF TRANSPORTATION.
16. IN ADDITION TO THE FABRICATION DRAWINGS OUTLINED IN NOTE 10 THE CONTRACTOR SHALL SUBMIT ALL DESIGN CALCULATIONS TO THE VERMONT AGENCY OF TRANSPORTATION, STRUCTURES DIVISION, SHOWING THE FOLLOWING INFORMATION FOR EACH OF THE VERTICAL AND HORIZONTAL COMPONENTS OF THE STRUCTURE AND FOOTING:
 - A. THE DESIGN AXIAL AND SHEAR FORCES AND BENDING AND TORSIONAL MOMENTS.
 - B. THE DESIGN AXIAL, BENDING AND SHEAR STRESSES AND THE COMBINED STRESS RATIO.
 - C. VIBRATION AND FATIGUE CALCULATIONS AS SET FORTH IN SECTION 9 OF THE AASHTO PUBLICATION REFERENCED IN NOTE 2.
 - D. THE ALLOWABLE AXIAL, BENDING, AND SHEAR STRESSES.
 - E. ITEMS A,B,D - SHALL BE SHOWN FOR EACH OF THE GROUP LOADINGS (I,II,III) AND FOR THE BASIC WIND LOAD APPLIED TO THE TWO CASES OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 2) SECTION 1.2.5 (D) (4).

- F. FAILURE TO SUPPLY THE PROPER DESIGN INFORMATION SHALL BE CAUSE FOR REJECTION OF THE STRUCTURE.
- G. A MINIMUM OF FOUR (4) WEEKS SHALL BE REQUIRED FOR REVIEW BY THE VERMONT AGENCY OF TRANSPORTATION, STRUCTURES DIVISION.
- H. EVERY MEMBER AND CONNECTION IN AN OVERHEAD TRAFFIC SIGN SUPPORT SHALL HAVE A MAXIMUM DESIGN RATIO OF 85% TO PROVIDE RESIDUAL CAPACITY FOR FUTURE MODIFICATIONS TO SIGN SIZE OR CONFIGURATIONS.
17. THE CONTRACTOR/MANUFACTURER SHALL BE RESPONSIBLE FOR COMPLETION OF THE STRUCTURE AND FOOTING DATA ON THE DETAIL SHEET(S).
18. FOR INSTALLATIONS WHERE BOTH 'EXISTING' AND 'FUTURE' CONDITIONS ARE SHOWN, THE SUPPORTS SHALL BE DESIGNED FOR THE MORE SEVERE OF THE TWO LOADING CONDITIONS. THE INFORMATION OUTLINED IN NOTE 16 ABOVE SHALL BE PROVIDED FOR BOTH THE LOADING CONDITIONS.
19. BASE PLATES SHALL BE STAMPED WITH THE VERTICAL POLE DIAMETER, HEIGHT, YIELD STRENGTH, GAUGE AND THE HORIZONTAL MEMBER DIAMETER, LENGTH, YIELD STRENGTH, GAUGE. ALTERNATELY, THE INFORMATION MAY BE STAMPED ON A METAL TAG RIVETED TO THE POLE NEAR THE HAND HOLE.
20. SEE STANDARD E-171A FOR ADDITIONAL NOTES.
21. SEE SHEETS SP-01, SP-02, SP-03, SP-05, SP-06, SP-09, SP-11, SP-13 AND SP-14 FOR LAYOUTS.
22. SEE SHEETS OSD-3 TO OSD-12 FOR GENERAL DETAILS.
23. THE DESIGN OF OVERHEAD STRUCTURES, INCLUDING MAST ARMS AND STRAIN POLES SHALL BE PERFORMED IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRE'S, AND TRAFFIC SIGNALS, 2009 5TH EDITION. FURTHERMORE, THIS DOCUMENT DICTATES THE DESIGN OF FOUNDATIONS FOR THESE STRUCTURES TO BE CONDUCTED IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 17TH EDITION, 2002.
24. THE FINAL FOUNDATION TYPE AND DIMENSIONS ARE SELECTED BY THE CONTRACTOR AND THE DESIGN OF THIS FOUNDATION IS TO BE PROVIDED BY THE CONTRACTOR FOR THE AGENCY'S REVIEW AND ACCEPTANCE.

CONTRACTOR ANALYSIS & DESIGN REQUIREMENTS

25. THE CONTRACTOR SHALL USE THE FOLLOWING GEOTECHNICAL DESIGN PARAMETERS IN THE DESIGN OF THE FOUNDATIONS FOR THE OVERHEAD STRUCTURES. THE GEOTECHNICAL PARAMETERS FOR UNIT WEIGHT AND THE INTERNAL FRICTION ANGLE (SHOWN ON OSD-02) SHOULD BE USED IN THE DESIGN OF THE OVERHEAD STRUCTURE FOUNDATIONS.
26. PERFORM BEARING CAPACITY ANALYSES.
 - THE FACTOR OF SAFETY FOR USE IN BEARING CAPACITY CALCULATIONS SHALL BE 3.0. USE BEARING CAPACITY EQUATIONS PROVIDED IN AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 17th EDITION, 2002, SECTION 4.4.7.1.1. THE BEARING CAPACITY SHALL BE ADJUSTED ACCORDINGLY FOR FOOTINGS LOCATED ON, NEAR OR WITHIN A SLOPE.
 - EFFECTIVE FOOTING WIDTHS SHOULD BE USED FOR ALL DESIGN CALCULATIONS. THE EFFECTIVE FOOTING WIDTH, B' IS EQUAL TO THE NOMINAL, OR CONSTRUCTED, FOOTING WIDTH, B, REDUCED BY A VALUE EQUAL TO TWO TIMES THE CALCULATED ECCENTRICITY OR B' = B-2e.



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