

STEELOVERHEADSIGNTRUSS.DGN - SOST-01-II - THIS SHEET ISSUED 9-11.

INDEX FOR STEEL OVERHEAD SIGN TRUSS STANDARDS

SOST-01-II	INDEX AND NOTES FOR 50' - 130' SPANS
SOST-02-II	ELEVATION VIEWS FOR 50' - 75' SPANS
SOST-03-II	ELEVATION VIEWS FOR 80' - 100' SPANS
SOST-04-II	ELEVATION VIEWS FOR 105' - 115' SPANS
SOST-05-II	ELEVATION VIEWS FOR 120' - 130' SPANS
SOST-06-II	SUPPORT BASE AND DMS ELECTRICAL ACCESS DETAILS FOR 50' - 100' SPANS
SOST-07-II	SUPPORT BASE AND DMS ELECTRICAL ACCESS DETAILS FOR 105' - 130' SPANS
SOST-08-II	GUSSET PLATE CONNECTIONS
SOST-09-II	TRUSS SUPPORT AND CHORD SPLICE DETAILS FOR 50' - 100' SPANS
SOST-10-II	TRUSS SUPPORT AND CHORD SPLICE DETAILS FOR 105' - 130' SPANS
SOST-11-II	SIGN ATTACHMENT DETAILS
SOST-17-II	FOOTING DETAILS

ANCHOR-BOLT NUT TIGHTENING PROCEDURE:

- 1) THIS WORK SHALL BE PERFORMED ONLY ON DAYS WITH WINDS LESS THAN 15 MPH. ALL TIGHTENING OF THE NUTS IS TO BE DONE IN THE PRESENCE OF THE INSPECTOR. ONCE THE TIGHTENING PROCEDURE IS STARTED IT MUST BE COMPLETED ON ALL OF THE BASE PLATE NUTS WITHOUT PAUSE OR DELAY.
- 2) PROPERLY SIZED WRENCHES DESIGNED FOR TIGHTENING NUTS AND/OR BOLTS SHALL BE USED TO AVOID ROUNDING OR OTHER DAMAGE TO THE NUTS. ADJUSTABLE END OR PIPE WRENCHES MAY NOT BE USED.
- 3) BASE PLATE, ANCHOR RODS AND NUTS ARE TO BE FREE OF ANY DIRT OR DEBRIS.
- 4) APPLY STICK WAX OR BEES WAX TO THE THREADS AND BEARING SURFACES OF THE ANCHOR BOLT, NUTS, AND WASHERS.
- 5) TIGHTEN TOP NUTS SO THEY FULLY CONTACT THE BASE PLATE. TIGHTEN LEVELING NUTS TO SNUG TIGHT CONDITION. SNUG TIGHT IS DEFINED AS THE FULL EFFORT OF ONE PERSON ON A WRENCH WITH A LENGTH EQUAL TO 14 TIMES THE BOLT DIAMETER BUT NOT LESS THAN 18 INCHES. APPLY FORCE AS CLOSE TO THE END OF THE WRENCH AS POSSIBLE. PULL FIRMLY BY LEANING BACK AND USING ENTIRE BODY WEIGHT ON THE END OF THE WRENCH UNTIL THE NUT STOPS ROTATING. USE A MINIMUM OF TWO SEPARATE PASSES OF TIGHTENING. SEQUENCE THE TIGHTENING IN EACH PASS SO THAT THE NUT ON THE OPPOSITE SIDE, TO THE EXTENT POSSIBLE, WILL BE SUBSEQUENTLY TIGHTENED UNTIL ALL OF THE NUTS IN THAT PASS HAVE BEEN TIGHTENED.
- 6) TIGHTEN TOP NUTS TO SNUG TIGHT AS DESCRIBED FOR THE LEVELING NUTS.
- 7) MATCH-MARK THE TOP NUTS AND BASE PLATE USING PAINT, CRAYON, OR OTHER APPROVED MEANS TO PROVIDE A REFERENCE FOR DETERMINING THE RELATIVE ROTATION OF THE NUT AND BASE PLATE DURING TIGHTENING. USING A STRIKING OR HYDRAULIC WRENCH, FURTHER TIGHTEN THE TOP NUTS IN TWO PASSES AS LISTED BELOW. USE A SEQUENCE OF TIGHTENING IN EACH PASS SO THAT THE NUT ON THE OPPOSITE SIDE, TO THE EXTENT POSSIBLE, WILL BE SUBSEQUENTLY TIGHTENED UNTIL ALL NUTS IN THAT PASS HAVE BEEN TURNED. DO NOT ROTATE THE LEVELING NUT DURING THE TOP NUT TIGHTENING.

ANCHOR-BOLT SIZE	FIRST PASS	SECOND PASS	TOTAL ROTATION
1½"φ	1/6 TURN	1/6 TURN	1/3 TURN

- 8) LUBRICATE, PLACE AND TIGHTEN THE JAM NUTS TO SNUG TIGHT.

STAINLESS STEEL BOLTING NOTES:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL STAINLESS STEEL U-BOLTS SHALL BE FURNISHED WITH STAINLESS STEEL REGULAR HEXAGONAL NUTS, JAM NUTS AND WASHERS. STAINLESS STEEL U-BOLTS SHALL COMPLY WITH REQUIREMENTS OF ASTM A320, TYPE 304 OR ASTM F593 GROUP 1, 2, OR 3 CONDITION A.

STEEL NOTES:

ALL STEEL SHAPES FOR DMS CONNECTION DETAILS SHALL COMPLY WITH ASTM A572 GRADE 50. ALL STEEL BARS AND PLATES SHALL COMPLY WITH ASTM A36 OR BETTER. THE GALVANIZED METAL BAR GRATING INCLUDING BEARING BARS, CROSS BARS, AND BANDING BARS SHALL COMPLY WITH ASTM A1011 TYPE 2.

ALL STEEL PIPE SHALL COMPLY WITH ASTM A53 GRADE B, TYPE E OR S OR THE AMERICAN PETROLEUM INSTITUTE (API) 5L GRADE B. ALL ROUND HOLLOW STRUCTURAL SECTIONS (HSS) SHALL MEET THE REQUIREMENTS OF ASTM A500 GRADE B. ALL STEEL SECTIONS SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A123. PROVIDE VENT HOLES FOR GALVANIZING.

ALL ANCHOR BOLT MATERIAL SHALL COMPLY WITH IOWA DOT MATERIALS IM 453.08.

STEEL WELDING SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE AWS SPECIFICATIONS D1.1, STRUCTURAL WELDING CODE—STEEL.

ULTRASONIC TESTING SHALL BE PERFORMED ON THE POST TO BASE PLATE WELDS.

THE ¾"φ A325 GALVANIZED BOLTS SHALL BE TENSIONED BY TURN-OF-THE-NUT METHOD.

SPECIFICATIONS:

DESIGN: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, SERIES OF 2009 WITH CURRENT INTERIMS.

CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2009, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

DESIGN STRESSES:

DESIGN STRESSES FOR MATERIALS ARE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, SERIES OF 2009 WITH CURRENT INTERIMS.

REINFORCING STEEL IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SERIES OF 2002, SECTION 8, GRADE 60.

CONCRETE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SERIES OF 2002, SECTION 8, f'c = 4,000 PSI.

GENERAL NOTES:

ALL STEEL OVERHEAD SIGN TRUSSES ARE DESIGNED FOR 30 lb/ft² WIND PRESSURE ON SUPPORT MEMBERS, 30 lb/ft² ON SIGNS, AND 40 lb/ft² ON DYNAMIC MESSAGE SIGNS (DMS). EACH DMS IS LIMITED TO A WEIGHT OF 4500 LBS., A WIDTH OF 32'-0", A HEIGHT OF 9'-0", AND A DEPTH OF 4'-0". A MAXIMUM OF ONE DMS SHALL BE MOUNTED TO EACH OVERHEAD TRUSS. NO ADDITIONAL SIGNS SHALL BE MOUNTED TO A TRUSS SUPPORTING A DMS.

ALL PIPES, SHAPES, AND PLATES SHALL BE STRUCTURAL STEEL COMPLYING WITH THE ASTM SPECIFICATIONS NOTED.

SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW.

SHOP DRAWINGS SHALL INDICATE LEFT AND RIGHT TRUSS SUPPORTS.

CLEAR DISTANCE FROM FACE OF CONCRETE TO THE NEAREST REINFORCING BAR SHALL BE 2" UNLESS OTHERWISE SHOWN.

ALL STEEL REINFORCING BARS SHALL BE GRADE 60.

ALL CONCRETE SHALL BE CLASS "C" STRUCTURAL CONCRETE WITH f'c = 4,000 PSI.

KEYWAY DIMENSIONS SHOWN ON THE PLANS ARE BASED ON NOMINAL DIMENSIONS UNLESS STATED OTHERWISE. IN ADDITION, THE BEVEL USED ON THE KEYWAY SHALL BE LIMITED TO A MAXIMUM OF 10 DEGREES FROM VERTICAL.


WELDING OF ANCHOR BOLTS SHALL NOT BE ALLOWED.

STEEL OVERHEAD SIGN TRUSSES SHALL NOT BE USED ON BRIDGES WITHOUT THE APPROVAL OF THE OFFICE OF BRIDGES AND STRUCTURES.

STRUCTURAL ALIGNMENT/TOLERANCE NOTES:

THE PRECISE ALIGNING AND ERECTING OF ALL COMPONENTS OF THE OVERHEAD SIGN TRUSS AND ITS SUPPORTS SHALL BE CONSIDERED ESSENTIAL. THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER SHOWING THAT THE VARIOUS COMPONENTS HAVE BEEN MEASURED AND ARE LOCATED WITHIN THE TOLERANCES LISTED BELOW.

- 1) EACH FOUNDATION SHALL BE ACCURATELY LOCATED, WITH THE CENTER OF THE TWO ANCHOR BOLT GROUPS NOT MORE THAN 1 INCH FROM THE PLAN LOCATION IN THE DIRECTION PARALLEL WITH AND PERPENDICULAR TO THE OVERHEAD TRUSS.
- 2) THE TWO FOUNDATIONS SHALL BE PARALLEL, WITH THE DISTANCES ALONG THE OVERHEAD TRUSS BETWEEN CENTERS OF FRONT AND REAR ANCHOR BOLT GROUPS DIFFERING BY NOT MORE THAN 1 INCH.
- 3) ANCHOR BOLT GROUPS SHALL BE LOCATED ACCURATELY WITH CENTERS OF ADJACENT ANCHOR BOLT GROUPS IN EACH FOOTING WITHIN ¼ INCH OF THE PLAN DISTANCE APART.
- 4) ANCHOR BOLTS SHALL BE PLUMB WITHIN ¼ INCH PER FOOT FROM VERTICAL.
- 5) ANCHOR BOLTS SHALL PROJECT ABOVE TOP OF FOUNDATION WITHIN ¼ INCH OF THE PLAN DIMENSION.
- 6) EACH TRUSS SUPPORT POST SHALL BE PLUMB WITHIN ¼ INCH PER FOOT OF VERTICAL IN TWO PERPENDICULAR DIRECTIONS.
- 7) STICK-OUT OF EACH TRUSS LOWER CHORD SHALL BE WITHIN 3 AND 5½ INCHES MEASURED FROM OUTER U-BOLT TO INSIDE OF CHORD STOP RING.
- 8) THE OVERHEAD TRUSS SHALL BE SQUARE WITHIN SUPPORT POSTS. THE HORIZONTAL LINES BETWEEN CHORDS SHALL BE LEVEL WITHIN ¼ INCH PER FOOT OF HORIZONTAL, AND THE VERTICAL LINES BETWEEN CHORDS SHALL BE PLUMB WITHIN ¼ INCH PER FOOT OF VERTICAL.

LATEST REVISION DATE	 Iowa Department of Transportation Highway Division	STANDARD DESIGN	
		STEEL OVERHEAD SIGN TRUSS	
		SEPTEMBER, 2011	
		INDEX AND NOTES	SOST-01-II
		50' - 130' SPANS	