GENERAL NOTES

1. All materials and workmanship shall be in accordance with the requirements of the Washington State Department of Transportation Standard Specifications for Road, Bridge, and Municipal Construction or to, 20__ Amendments.

2. The sign structure design and analysis has been done in accordance with ASHHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals - First Edition - Dated 2015 (including latest interims), using basic wind speed of 115 MPH, with a mean recurrence interval of 700 years and a fatigue category I.

3. All butt joint welds shall be full penetration groove welds with back-up plates of 1/8" min. thickness.

4. The back-up plates for all full penetration welds shall be welded continuously to the joined pieces. This can be done by either a continuous fillet weld on the back side of the piece, or by a continuous weld in the root of the full penetration weld, unless otherwise noted.

5. All steel, bolts, and related hardware shall be galvanized after fabrication in accordance with ASTM F2329.

6. All steel surfaces shall be galvanized after fabrication in accordance with ASHHTO M 111, Maintenance Platforms and Associated Hand Railings shall not be painted.

7. Sign panels as shown in the contract plans shall be installed with the sign structure or immediately after the sign structure is erected.

Fabricate beam to provide smooth parabolic camber curve. See camber diagram. Do not shim at bolted splices.

Fabricate beam to provide straight camber; see camber diagram. Do not shim at bolted splices.

Fabricate post straight.

10. Materials specifications:
   All structural steel except as otherwise noted:
   - ASTM A572 GR. 50 or 60
   - ASTM A588
   Anchor rods:
   - ASTM F1554 GR. 105
   Handhole cover screws:
   - ASTM F593 GR. 1
   Splice bolts:
   - ASTM F1554 GR. 105
   Sign bracket rods:
   - ASTM A307
   Wowing beam bolts:
   - ASTM F1554 GR. 105
   Cover plates:
   - ASTM A36

11. Bottom of base plate elevations and post heights shown are approximate. The contractor shall field measure anchor rod locations, elevations, clearances and all steel structure dimensions, and submit to engineer for approval prior to completion of fabrication. As an option for sign bridges, cap of one foundation may be placed while completed sign bridge is temporarily supported in place.

12. Posts, base plates, beams and splice plates are main load carrying tension members or tension components of flexural members and shall meet the longitudinal chary v-notch test as described in Section 6-03.2 for ASHHTO M 270 material.

13. See other plans for conduit penetrations and hand holes. Refer to electrical plans for internal routing of conductors. Conduit conductors shall not be attached to the outside of the sign structure. Isolation switch shall be located near the shoulder of roadway on the opposite edge of the beam as the sign. See NEMA 1E Terminal Cabinet detail on bridge sheet 16-14-B-2.

14. The maximum sign area of the structure shall be as noted.

15. For sign and light attachment bracket details for monorods see standard plan G-90.20. Paint entire attachment bracket to match existing structure except for mounting beam, sign beam length, and size shall be determined from the standard plans. Spacing shall be determined from the contract plans. Variable message signs shall not be attached to the opposite side of the beam as the signs. See NEMA 1E Terminal Cabinet detail on bridge sheet 16-14-B-2.

16. The total beam length "D" shall not exceed 360'-0".

17. All welding shall be done to minimize distortion. Permissible monorod dimension variations for outside dimensions, wall thickness, length, straightness, (parabolically cambered sign bridge beams excluded) squaring of sides and twist shall be in accordance with section 11 of ASTM A500.

LEGEND

Note to designer:
- cantilever only
- balance "T" & sign bridges only
- balance "T" & cantilevers only
- sign bridge only

(Review these notes to fit specific project structure type.)