

INSTRUCTIONS TO FABRICATOR

SIGN PLANS

1. SIGN STRUCTURE LOCATION
2. LENGTH OF STRUCTURE FRAME
3. PANEL LOCATIONS ON STRUCTURE

SIGN DATA SHEETS

1. PANEL SIZES
2. POST TYPE
3. BOTTOM OF FRAME ELEVATION
4. BASE PLATE ELEVATION
5. FOOTING ELEVATION

REFER TO THE FOLLOWING SHEETS FOR DETAILS NOT SHOWN ON ABOVE.

- S.D.-1 INSTRUCTIONS AND EXAMPLES
S.D.-2 POST TYPE II THRU VIII
S.D.-3 POST TYPE I-S THRU VII-S
S.D.-4 STRUCTURAL FRAME MEMBERS (SINGLE POST TYPE)
S.D.-5 STRUCTURAL FRAME MEMBERS (TWO POST TYPE)
S.D.-6 STRUCTURAL FRAME DETAILS
S.D.-7 FRAME JUNCTURE DETAILS
S.D.-8 REMOVABLE SIGN PANEL FRAMES
S.D.-9 & S.D.-10 WALKWAY DETAILS NO. 1 & 2
S.D.-11 WALKWAY SAFETY RAILING DETAILS
S.D.-12 WALKWAY MOUNTED BALLAST BOX
S.D.-13 ALTERNATE PILE FOUNDATIONS
S.D.-14 LIGHTING FIXTURES
S.D.-15 GUARD RAIL

WALKWAY BRACKETS:

THE WALKWAY BRACKET SPACING WHERE BALLAST BOXES ARE LOCATED SHALL BE 5'-6". SPACE ALL OTHERS TO SUIT, MAINTAINING UNIFORM SPACING WHERE POSSIBLE. MAXIMUM SPACING SHALL NOT EXCEED 5'-6"

BALLAST BOXES

FOR NUMBER OF BALLAST BOXES SEE "FLOURESCENT SIGN LIGHTING EQUIPMENT". LOCATE BALLAST BOXES NEAR CENTER OF AREA BEING SERVED.

LIGHTING FIXTURE SUPPORTS:

WHERE DISTANCE FROM WALKWAY BRACKET TO END OF SIGN PANEL EXCEEDS 1'-4", EXTEND LIGHTING FIXTURE SUPPORTS TO NEXT WALKWAY BRACKET. SEE EXAMPLE NO. 2

WALKWAY AND SAFETY RAILING:

WALKWAY TO BE CONTINUOUS FOR ENTIRE LENGTH OF FRAME FOR SINGLE POST SIGNS AND FOR 2 POST SIGNS FROM THE NEAREST POST CONTINUOUS ACROSS ALL THE SIGN PANELS. SAFETY RAILING TO PROTECT ENTIRE WALKWAY, BUT CONTINUOUS FOR NO MORE THAN 11' IN ONE UNIT.

SIGNS ARE SHOWN AND DIMENSIONED LOOKING IN THE DIRECTION OF TRAFFIC. DOUBLE FACED SIGNS ARE SHOWN AND DIMENSIONED LOOKING AHEAD ALONG STATIONING.

Ref. Sheet S.D.-1

GENERAL NOTES

SPECIFICATIONS:

DESIGN: A.A.S.H.O. SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, DATED NOVEMBER 1960

CONSTRUCTION: STATE OF NEVADA DEPARTMENT OF HIGHWAYS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 1961".

LOADING:

WIND LOADING: NORMAL TO FACE OF SIGN 30 P.S.F. OF FRAME AREA TRANSVERSE 0.2 OF NORMAL FORCE.

WALKWAY LOADING: DEAD LOAD 500 LBS. CONCENTRATED LIVE LOAD.

UNIT STRESSES:

STRUCTURAL STEEL: $F_s = 20,000$ P.S.I.

REINFORCED CONCRETE: $F_s = 20,000$ LBS.

FOOTING SOIL PRESSURE: $F_c = 1,200$ P.S.I.

1 1/4 TONS/S FT.

ALLOWABLE UNIT STRESSES DUE TO WIND LOAD, OR WIND LOAD IN COMBINATION WITH OTHER FORCES, ARE INCREASED 45% EXCEPT THAT FOR MEMBERS HAVING TORSION STRESSES THE INCREASE IS 33 1/3%.

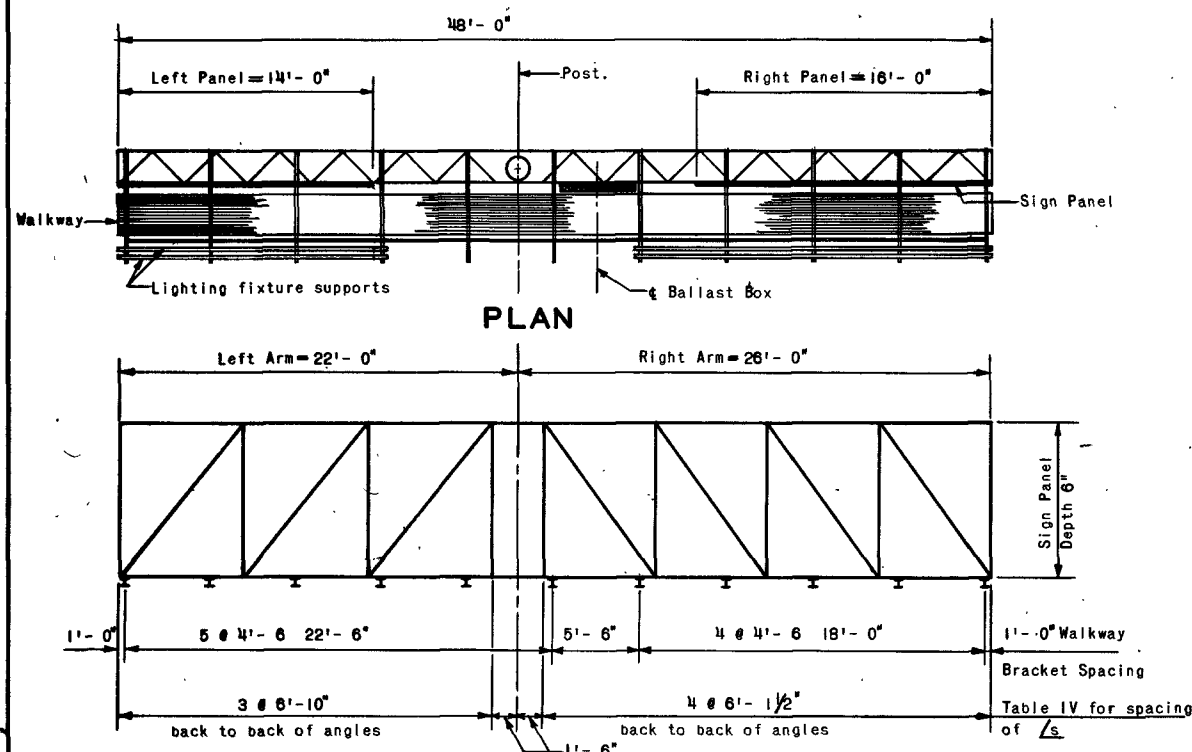
MINIMUM CLEARANCE: VERTICAL ROADWAY CLEARANCE 18'-0"

WELDING:

ALL WELDING CONTINUOUS UNLESS OTHERWISE SHOWN ON THE PLANS. ALL WELDING TO BE DONE IN ACCORDANCE WITH THE A. W. S. SPECIFICATIONS FOR WELDING HIGHWAY AND RAILWAY BRIDGES, DATED 1963

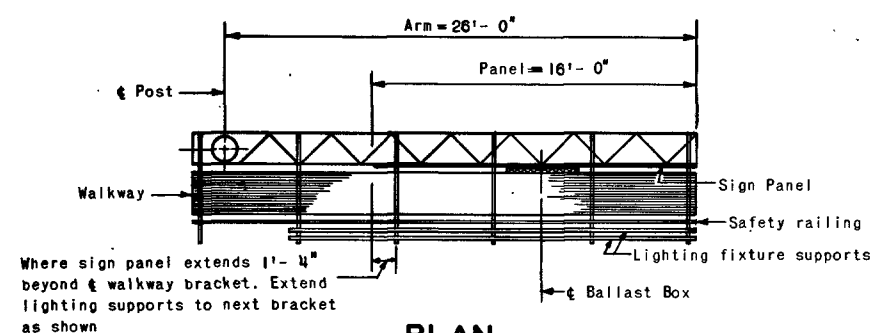
FINISH:

ALL STEEL PARTS TO BE HOT-DIPPED GALVANIZED AFTER FABRICATION. EXCEPT AS SHOWN ON PLANS OR AS CALLED FOR IN SPECIAL PROVISIONS.



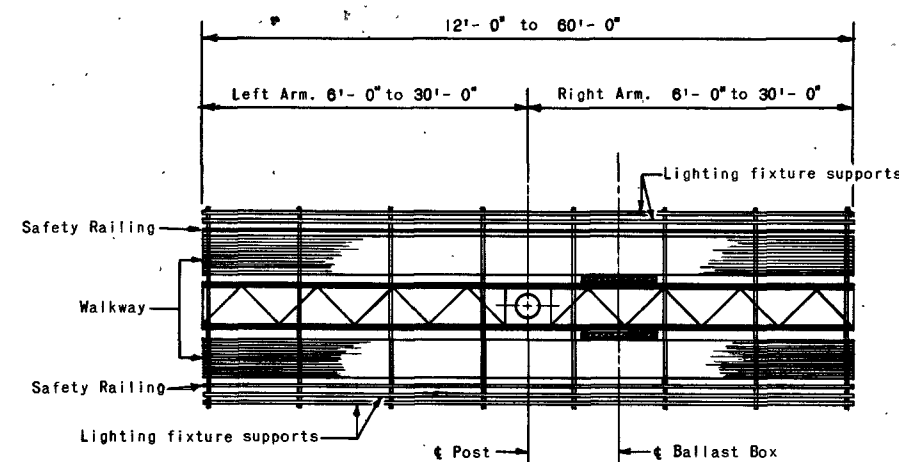
UNBALANCED SINGLE POST TYPE

EXAMPLE NO. 1



PLAN CANTILEVER SINGLE POST TYPE

EXAMPLE NO. 2



PLAN

12' TO 60' BALANCED SINGLE POST TYPE (DOUBLE-FACED)

EXAMPLE NO. 3

59361

STATE OF NEVADA
DEPARTMENT OF HIGHWAYS
OVERHEAD SIGN DETAILS
INSTRUCTIONS AND EXAMPLES
STANDARD SHEET
107V 3834
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