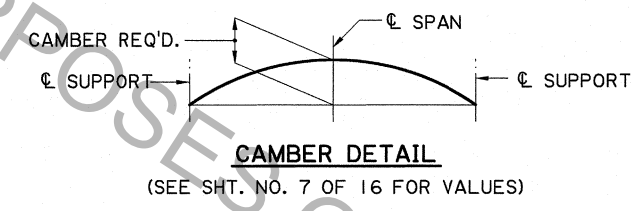
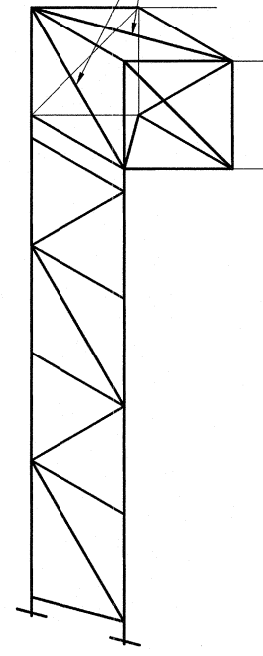


ARRANGEMENT OF TRUSS SECTIONS

SPAN LENGTH UP TO	TRUSS SECTIONS & NO. OF PANELS	ALTERNATE METHOD
60'-0"	2 @ 5	1 @ 10
66'-0"	1 @ 4 & 1 @ 7	1 @ 5 & 1 @ 6
72'-0"	3 @ 4	
78'-0"	2 @ 4 & 1 @ 5	
84'-0"	2 @ 5 & 1 @ 4	2 @ 4 & 1 @ 6
90'-0"	3 @ 5	2 @ 4 & 1 @ 7
96'-0"	2 @ 5 & 1 @ 6	
102'-0"	2 @ 5 & 1 @ 7	
108'-0"	3 @ 6	2 @ 7 & 1 @ 4
114'-0"	2 @ 6 & 1 @ 7	2 @ 7 & 1 @ 5
120'-0"	2 @ 7 & 1 @ 6	2 @ 6 & 1 @ 8



FABRICATION SHALL PLACE THESE TWO DIAGONALS TOWARD THE SAME CORNER



NOTES:

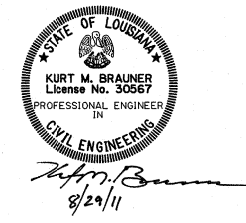
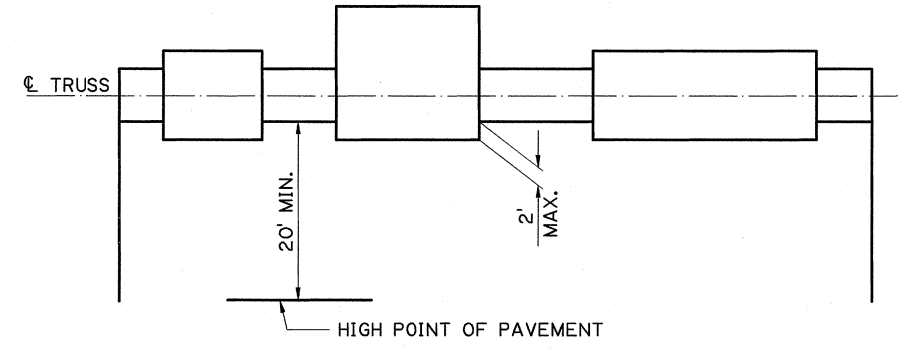
ALL TRUSS AND POST MEMBERS SHALL BE STEEL AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123. STEEL FOR ANCHOR BOLTS SHALL HAVE MIN. Fy = 55 ksi AND SHALL BE GALVANIZED. ALL MISCELLANEOUS STEEL SHALL BE A-36 AND GALVANIZED AS PER ASTM A-123. ALL EXPOSED ENDS OF PIPE SHALL BE SEALED WITH EITHER A 1/4" PLATE, (MINIMUM THICKNESS WELDED AND GROUND SMOOTH) OR A FRICTION CAP. (SEE SHT. NO. 6 OF 16 FOR DETAILS).

GRINDING OF WELD ON SEAMED PIPE WILL NOT BE REQUIRED, HOWEVER, GOOD SHOP PRACTICES WILL BE FOLLOWED IN THE APPEARANCE OF THE WELD. FOR TRUSS MEMBER SIZES NOT SHOWN, SEE TRUSS DESIGN AND FOOTING DETAIL SHEET.

METHOD OF TRANSPORTATION OF TRUSS FROM POINT OF FABRICATION TO ERECTION LOCATION SHALL SUPPORT THE TRUSS AND NOT UTILIZE THE TRUSS TO CARRY LOAD.

THIS SHEET TO BE USED WITH THE OVERHEAD TRUSS DESIGN TABLES AND THE WIND LOAD MAP AND GENERAL NOTES SHEET.

* SIGN POSTS TO BE PROTECTED WITH GUARD RAIL OR BARRIER SYSTEM AS PER LADOTD GUARD RAIL STANDARD PLANS. GUARD RAIL LAYOUT DETAILS ARE TO BE INCLUDED IN THE PLANS.



SHEET NUMBER

DESIGNED BY: PORTER
CHECKED BY: C. BRAUNER
DATE: JAN. 2011

DRAWN BY: K. BRAUNER
CHECKED BY: K. BRAUNER
DATE: 5 OF 16

PROJECT: OVERHEAD TRAFFIC SIGNS

REVISION DESCRIPTION

NO. DATE

STATE OF LOUISIANA
KURT M. BRAUNER
LICENSE NO. 30567
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
8/29/11

OVERHEAD SIGN TRUSS (STEEL)

BD.2.7.1.0.5 - OVERHEAD TRAFFIC SIGNS

BRIDGE AND STRUCTURAL DESIGN