

INFORMATIONAL NOTES

THESE NOTES MUST BE READ BEFORE USING THESE STANDARDS.

THESE STANDARDS SHALL BE USED FOR OVERHEAD STRUCTURES, SUBJECT TO LIMITATIONS AS SHOWN. THEY SHALL BE USED AS THE BASIS FOR THE PREPARATION OF STRUCTURE LAYOUTS AND CONTRACT PLANS. DETAILS SHOWN ON THESE STANDARDS NEED NOT BE COPIED, FOR REFERENCE TO THESE STANDARDS ON OVERHEAD SIGN STRUCTURE CONTRACT PLANS WILL BE PERMITTED, PROVIDING COORDINATING INFORMATION IS SHOWN ON THE CONTRACT PLANS.

DESIGN COMPUTATIONS ARE NOT REQUIRED FOR ANY PORTION OF A STRUCTURE FOR WHICH THE INFORMATION IS TAKEN DIRECTLY FROM THE DESIGN TABLES CONTAINED IN THESE STANDARDS, PROVIDING THE RESTRICTIONS RELATING TO THESE DESIGN TABLES ARE NOT EXCEEDED.

GENERAL DESIGN INSTRUCTIONS

DESIGN TABLES INCLUDED IN THESE STANDARDS WERE DEVELOPED USING A COMPUTER PROGRAM AND ARE BASED ON THE DESIGN CRITERIA SHOWN ON THIS SHEET.

TOWERS SHALL BE SET AS FAR FROM EDGE OF ROADWAY PAVEMENT AS CROSS SECTION GEOMETRICS AND/OR RIGHT OF WAY WILL PERMIT, WITH THE MAXIMUM DISTANCE TO CENTERLINE OF TOWER EQUAL TO 30 FEET. GUIDE RAIL PROTECTION SHALL BE PROVIDED FOR ALL TOWERS, REGARDLESS OF DISTANCE OF SETBACK.

TOP OF FOUNDATION PEDESTAL SHALL BE SET A MINIMUM ABOVE SURROUNDING TERRAIN TO MINIMIZE HAZARD EFFECT OF CONCRETE PEDESTAL ABOVE GRADE. TOP OF FOUNDATION FOOTING TO BE SET A MINIMUM OF 2'-6" BELOW TOP OF PEDESTAL WITH A 1'-0" MINIMUM COVER MAINTAINED OVER FOOTING AT ALL POINTS. CARE SHALL BE TAKEN TO ATTEMPT TO KEEP TOP OF FOOTINGS BELOW BOTTOM OF GUIDE RAIL POSTS THAT MIGHT BE IN AREA OF FOOTING OR FREE OF ANY OTHER OBSTRUCTING UNIT SUCH AS A STORM SEWER. IF IT BECOMES NECESSARY TO LOWER A FOOTING TO THE EXTENT THAT THE HEIGHT OF PEDESTAL IS GREATER THAN 7 FEET, THE SCOPE OF THE DESIGN TABLES HAS BEEN EXCEEDED AND IT WILL BE NECESSARY TO DESIGN A FOUNDATION PEDESTAL AND FOOTING FOR THIS SPECIAL CONDITION.

THE TRUSS, SIGNS, LIGHT FIXTURES (AND CATWALK, IF USED) SHALL BE SET TO AN ELEVATION THAT WILL PROVIDE 17'-6" MINIMUM VERTICAL CLEAR ABOVE THE HIGHEST POINT OF THE ENTIRE WIDTH OF THE ROADWAY PAVEMENT AND SHOULDERS PASSING UNDER THE STRUCTURE. GENERALLY THE BOTTOM OF ALL SIGNS ON A STRUCTURE SHALL BE SET TO THE SAME ELEVATION. IN THE CASE OF A STRUCTURE SPANNING DUAL ROADWAYS, WHERE THE DIFFERENCE IN ELEVATION BETWEEN THE HIGHEST POINT ON EACH DUAL ROADWAY IS GREATER THAN 2'-6". THE BOTTOM OF ALL SIGNS OVER EACH DUAL ROADWAY SHALL BE SET TO THE SAME ELEVATION, WITH THE ELEVATION DIFFERENCE OF BOTTOM OF SIGNS OVER EACH ROADWAY BEING EQUAL TO THE DIFFERENCE IN ELEVATION BETWEEN THE HIGHEST POINT ON EACH DUAL ROADWAY.

THE TRUSS SHALL BE SET TO AN ELEVATION THAT PLACES THE CENTER OF THE TRUSS AT MID-HEIGHT OF THE DEEPEST SIGN OR A MAXIMUM OF 6 FEET ABOVE THE BOTTOM OF THE SIGNS. IN THE INSTANCES WHERE THE ULTIMATE SIGN AREA CRITERIA IS TO BE USED, SET THE TRUSS TO AN ELEVATION THAT PLACES THE CENTER OF THE TRUSS AT 6 FEET ABOVE THE BOTTOM OF THE SIGNS. IN THE INSTANCES WHERE THE STRUCTURE IS SPANNING DUAL ROADWAYS WITH ELEVATION DIFFERENCES GREATER THAN 2'-6", AS DESCRIBED PREVIOUSLY, SET THE TRUSS TO AN ELEVATION THAT PLACES THE CENTER OF THE TRUSS AT 8'-6" ABOVE THE BOTTOM OF THE SIGNS OVER THE LOWER ROADWAY.

THE DESIGN SIGN AREA TO BE USED FOR SELECTING MEMBER SIZES FOR EACH STRUCTURE SHALL BE DETERMINED FROM ONE OF THE FOLLOWING TWO CONDITIONS. THE FIRST CONDITION IS THE ACTUAL SIGN AREA TO BE PLACED ON THE STRUCTURE AT THE TIME OF ITS CONSTRUCTION. THE SECOND CONDITION IS FOR AN ULTIMATE SIGN AREA EQUAL TO THE WIDTH OF ROADWAY PAVEMENT UNDER THE STRUCTURE TIMES 12 FEET. THE TRAFFIC ENGINEER SHALL SPECIFY WHEN THE ULTIMATE SIGN AREA IS TO BE USED FOR DESIGN OF STRUCTURE. THE DESIGN SIGN AREA SHALL BE THE SIGN AREA COMPUTED FROM EITHER OF THE PREVIOUSLY DEFINED CONDITIONS, ROUNDED TO THE NEXT HIGHER AREA SHOWN IN THE DESIGN TABLES.

TOWER MEMBER SIZES, FOUNDATION PEDESTALS AND FOOTINGS SHALL BE SELECTED FROM THE APPROPRIATE DESIGN HEIGHT IN THE DESIGN TABLES. THERE ARE THREE DESIGN HEIGHTS (THE DIMENSION FROM TOP OF FOUNDATION PEDESTAL TO THE CENTER OF THE TRUSS) VARYING IN 5 FOOT INCREMENTS FROM 23 FEET TO 33 FEET. USE AS THE DESIGN HEIGHT, THE HEIGHT IN THE DESIGN TABLE NEXT LARGER THAN THE ACTUAL DIMENSION FROM THE TOP OF FOUNDATION PEDESTAL TO THE CENTER OF THE TRUSS.

OVERHEAD SIGN STRUCTURES MAY BE CONSTRUCTED WITH OR WITHOUT CATWALK. THE TRAFFIC ENGINEER SHALL SPECIFY WHEN A CATWALK IS TO BE INCLUDED AS PART OF THE STRUCTURE.

DESIGN CRITERIA

DESIGN SPECIFICATIONS - DESIGN REQUIREMENTS OF 1975 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS EXCEPT AS NOTED HEREIN.

WIND SPEED - 80 MILES PER HOUR.

COEFFICIENT FOR HEIGHT ABOVE GROUND = 1.00

SHAPE COEFFICIENT - TRUSS CHORDS = 2.86
TRUSS WEBS = 2.86
SIGN = 1.19
CATWALK = 2.86
TOWER = 2.86

CONCRETE - $f'_c = 3,000$ P.S.I.

REINFORCEMENT BARS - $f_s = 20,000$ P.S.I.

STRUCTURAL STEEL - $F_y = 36,000$ P.S.I.

FATIGUE LOADING USED EQUALS 0.71 x WIND LOADING DUE TO DESIGN WIND PRESSURE. FATIGUE STRENGTH EQUALS 100 PER CENT OF ALLOWABLE STRESS RANGE CONSIDERING 2,000,000 CYCLES OF LOADING.

MAXIMUM FOUNDATION BEARING PRESSURE - 1.5 TONS PER SQ.FT.

LOCATION OF RESULTANT CENTER OF PRESSURE UNDER FOOTING - WITHIN MIDDLE ONE-HALF OF FOOTING DIMENSION PERPENDICULAR TO CENTER OF TRUSS AND WITHIN MIDDLE ONE-THIRD OF FOOTING DIMENSION PERPENDICULAR TO CENTER OF TOWER.

DEAD LOAD AND WIND LOAD RESULTING FROM CATWALK HAVE BEEN INCLUDED IN THE DESIGNS SHOWN IN TABLES ON SHEET 2.

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY SERVICES

OVERHEAD SIGN STRUCTURES
STEEL SPANS GREATER THAN 120 FEET
GENERAL INFORMATION
DESIGN INSTRUCTIONS AND CRITERIA

Recommended 12/27/24 B. E. Kotalik Chief Bridge Engineer	Recommended 12/29/24 J. E. Donahue Chief, Traffic Engineering and Operations Division	Recommended 12/29/24 W. R. Boyer Chief, Highway Engineer	Sht. 1 of 7 TC-7718
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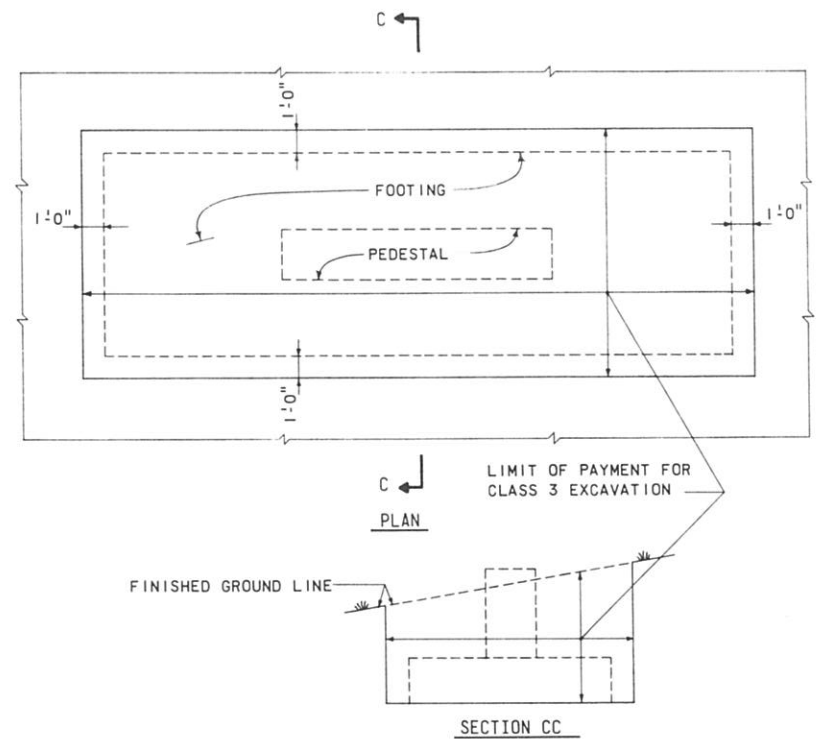
BY: RES

TYPE	FOOTING		VOL. CU. YD.	REINFORCEMENT				WEIGHT LBS.
	FW	FL		NO. AND SIZE OF BARS				
				"LB"	"LT"	"SB"	"ST"	
720	7'-0"	20'-0"	10.4	9#5	9#4	20#4	20#4	481
722	7'-0"	22'-0"	11.4	9#6	8#5	22#4	22#4	670
723	7'-0"	23'-0"	11.9	9#6	8#6	23#4	23#4	784
724	7'-0"	24'-0"	12.4	8#7	8#6	24#4	24#4	885
725	7'-0"	25'-0"	13.0	9#7	9#6	25#4	25#4	1010
727	7'-0"	27'-0"	14.0	9#8	7#8	27#4	27#4	1380
728	7'-0"	28'-0"	14.5	9#8	7#8	28#4	28#4	1432
730	7'-0"	30'-0"	15.6	9#9	9#8	30#4	30#4	1888
731	7'-0"	31'-0"	16.1	8#10	8#9	31#4	31#4	2166
819	8'-0"	19'-0"	11.3	8#5	8#4	19#4	19#4	450
820	8'-0"	20'-0"	11.9	8#5	8#4	20#4	20#4	474
821	8'-0"	21'-0"	12.4	9#6	9#5	21#4	21#4	689
822	8'-0"	22'-0"	13.0	10#6	9#5	22#4	22#4	754
823	8'-0"	23'-0"	13.6	8#7	8#6	23#4	23#4	879
824	8'-0"	24'-0"	14.2	10#7	10#6	24#4	24#4	1085
825	8'-0"	25'-0"	14.8	10#7	10#6	25#4	25#4	1131
826	8'-0"	26'-0"	15.4	10#8	10#7	26#4	26#4	1477
827	8'-0"	27'-0"	16.0	10#8	10#7	27#4	27#4	1534
919	9'-0"	19'-0"	12.7	9#4	9#4	19#4	19#4	445
921	9'-0"	21'-0"	14.0	9#6	9#5	21#4	21#4	717
922	9'-0"	22'-0"	14.7	10#7	10#6	22#4	22#4	1023
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925	9'-0"	25'-0"	16.7	10#7	9#6	25#4	25#4	1127
926	9'-0"	26'-0"	17.3	11#8	11#7	26#4	26#4	1632
927	9'-0"	27'-0"	18.0	10#8	10#7	28#4	28#4	1582
928	9'-0"	28'-0"	18.7	11#9	9#9	37#4	30#4	2270
930	9'-0"	30'-0"	20.0	13#9	10#9	39#4	30#4	2720
1022	10'-0"	22'-0"	16.3	12#6	12#5	24#4	22#4	959
1024	10'-0"	24'-0"	17.8	10#8	10#7	28#4	25#4	1458
1025	10'-0"	25'-0"	18.5	12#7	11#6	29#4	25#4	1362
1026	10'-0"	26'-0"	19.3	10#8	10#7	31#4	27#4	1585
1027	10'-0"	27'-0"	20.0	11#9	10#8	29#4	30#4	2091
1028	10'-0"	28'-0"	20.7	11#9	10#8	33#4	33#4	2200
1030	10'-0"	30'-0"	22.2	11#10	11#9	33#4	37#4	2966
1122	11'-0"	22'-0"	17.9	11#7	11#5	30#4	26#4	1135
1123	11'-0"	23'-0"	18.7	13#7	11#7	33#4	30#4	1561
1124	11'-0"	24'-0"	19.6	12#7	12#6	31#4	30#4	1442

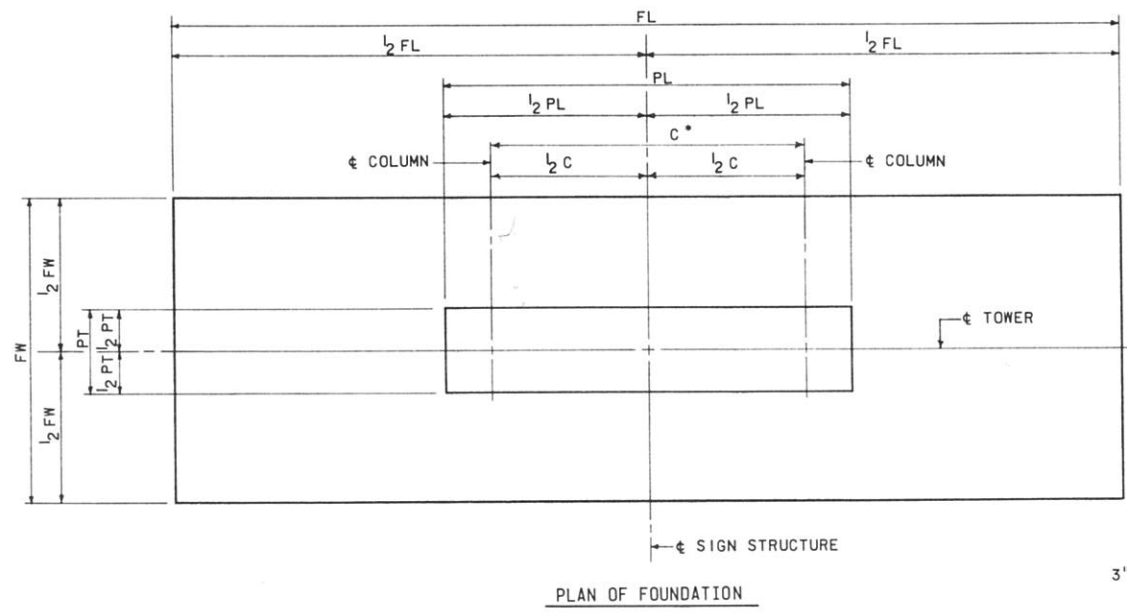
PLxPT (FT.)	VOL. (CU. YD.)	FOUNDATION PEDESTAL						WEIGHT PER SET Δ (LBS.)
		HORIZONTAL REINFORCEMENT						
		#4 BARS TYPE "M"		#4 BARS TYPE "N"		NO.		
LENGTH	A	B	LENGTH	C	NO.			
11x2.25	0.92K	13'-6"	10'-6"	1'-6"	2'-11"	1'-9"	4	26
12x2.25	1.00K	14'-6"	11'-6"	1'-6"	2'-11"	1'-9"	4	27
13x2.25	1.08K	15'-6"	12'-6"	1'-6"	2'-11"	1'-9"	4	29
14x2.25	1.17K	16'-6"	13'-6"	1'-6"	2'-11"	1'-9"	5	32

VERTICAL REINFORCEMENT			
TYPE OF "P" BARS			
BAR SIZE	WEIGHT LB./FT.	A	LENGTH
4	0.668	8"	2(A+B+C)
5	1.043	10"	
6	1.502	1'-0"	
7	2.044	1'-2"	

Δ ONE SET INCLUDES 2 "M" BARS AND NO. OF "N" BARS SHOWN IN TABLE.

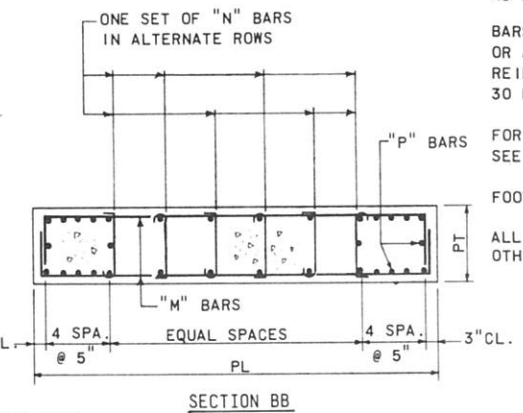


FOOTING EXCAVATION DETAILS

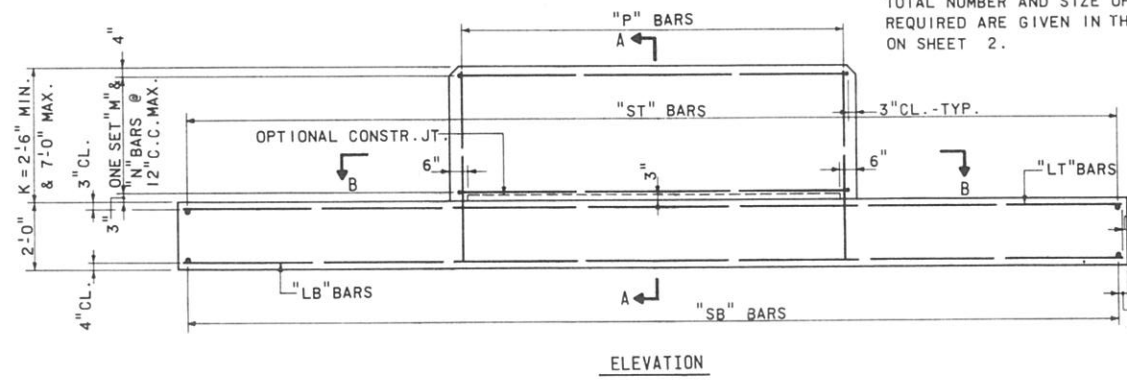


PLAN OF FOUNDATION

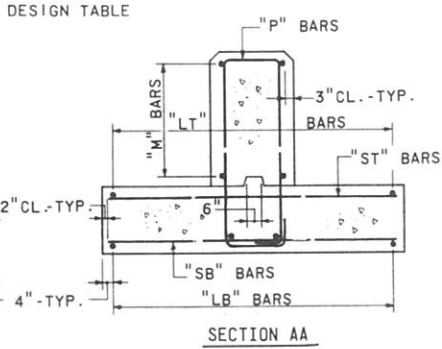
*SEE TOWER ELEVATION ON SHEET 4 FOR VALUE OF C.



SECTION BB



ELEVATION



SECTION AA

NOTE:
TOTAL NUMBER AND SIZE OF "P" BARS REQUIRED ARE GIVEN IN THE DESIGN TABLE ON SHEET 2.

GENERAL NOTES:
FOR GENERAL DESIGN INSTRUCTIONS SEE SHEET 1.
MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH SPECIFICATION PUB. 408.
MATERIALS SHALL CONFORM TO THE FOLLOWING ASTM DESIGNATIONS:
STRUCTURAL SHAPES, BARS, PLATES, U-BOLTS, BENT BOLTS AND ANCHOR BOLTS A36
NUTS FOR ANCHOR BOLTS A307
H.S. BOLTS, NUTS AND WASHERS A325
OTHER BOLTS A307
REINFORCEMENT BARS A615, GRADE 40

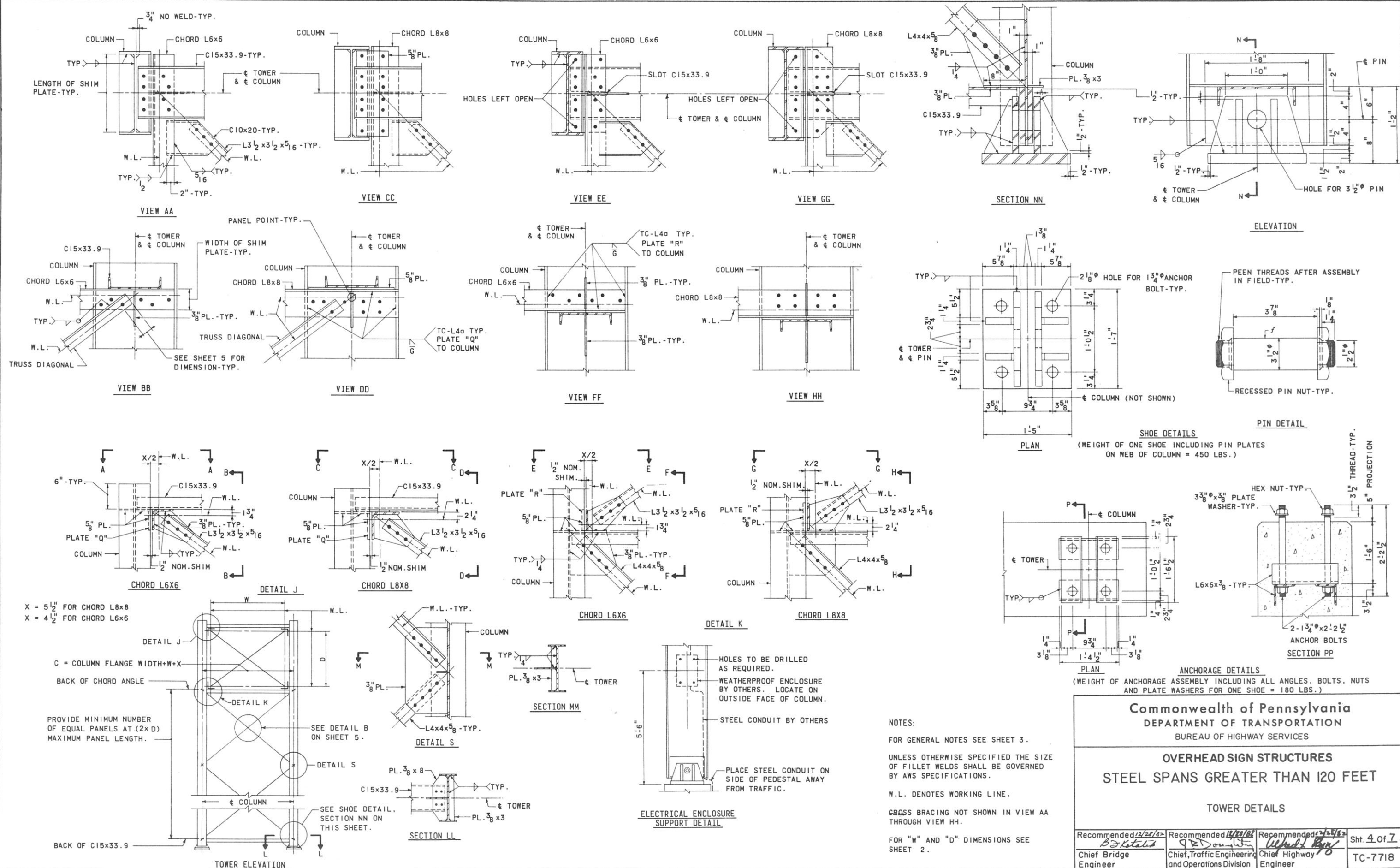
ALL STEEL MATERIALS SHALL BE GALVANIZED AFTER FABRICATION IS COMPLETE.
CLASS A CEMENT CONCRETE SHALL BE USED IN FOOTINGS AND IN FOUNDATION PEDESTALS.
EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 1" x 1" EXCEPT AS NOTED.
MAXIMUM DESIGN FOUNDATION BEARING PRESSURE EQUALS 1.5 TONS PER SQUARE FOOT. THE FOOTING MAY BE ORDERED BY THE ENGINEER TO BE AT ANY ELEVATION OR OF ANY DIMENSIONS NECESSARY TO PROVIDE A PROPER FOUNDATION.
REINFORCEMENT BARS SHALL CONFORM TO THE DIMENSIONS SHOWN ON THE DRAWINGS AND WITHIN FABRICATING TOLERANCES AS SHOWN IN THE CURRENT MANUAL OF STANDARD PRACTICE FOR REINFORCED CONCRETE CONSTRUCTION AS PUBLISHED BY THE CONCRETE REINFORCING STEEL INSTITUTE.
BARS SHALL NOT BE SPLICED EXCEPT AS PROVIDED ON THESE DRAWINGS OR AUTHORIZED BY THE ENGINEER. WHEN SPLICING IS APPROVED, THE REINFORCEMENT BARS SHALL BE LAPPED FOR A LENGTH OF AT LEAST 30 DIAMETERS AND SHALL BE SECURELY WIRED TOGETHER.
FOR PEDESTAL DIMENSIONS AND REINFORCEMENT, AND FOOTING TYPE, SEE DESIGN TABLES ON SHEET 2
FOOTING SIZES SHOWN ARE MINIMUM REQUIRED FOR STABILITY.
ALL BOLTED CONNECTIONS SHALL BE MADE WITH 7/8" H.S. BOLTS UNLESS OTHERWISE NOTED.

Commonwealth of Pennsylvania
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BUREAU OF HIGHWAY SERVICES

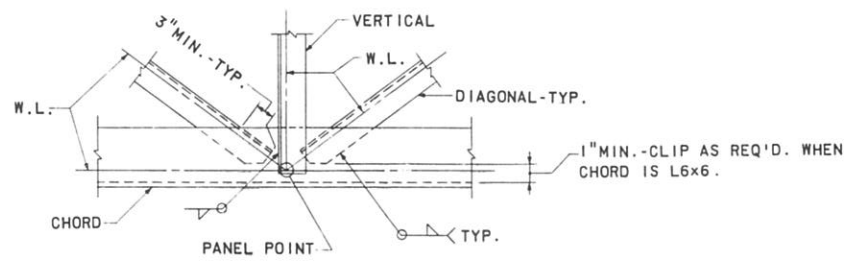
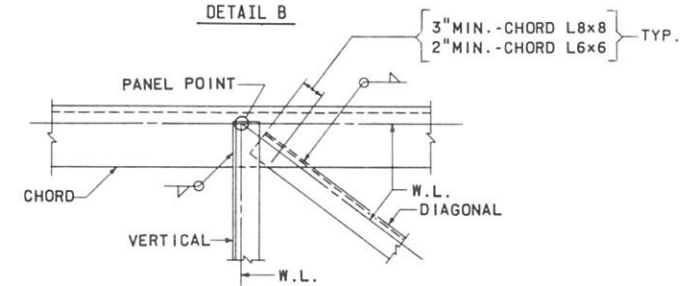
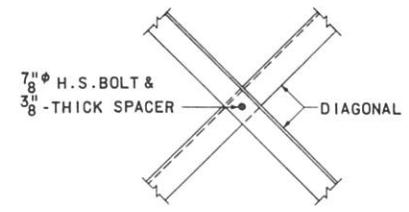
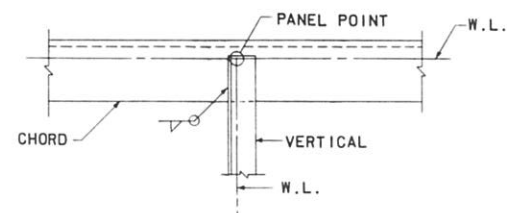
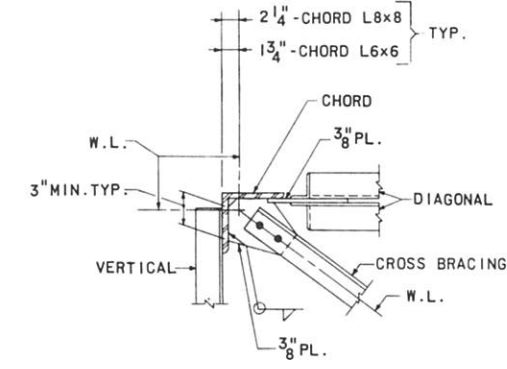
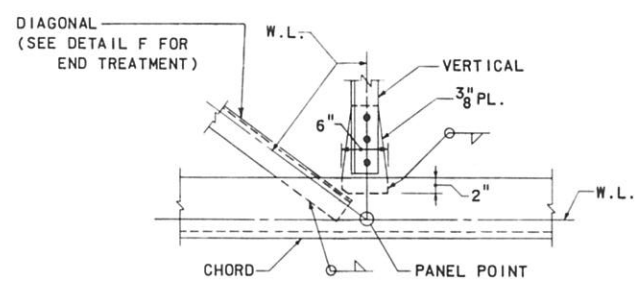
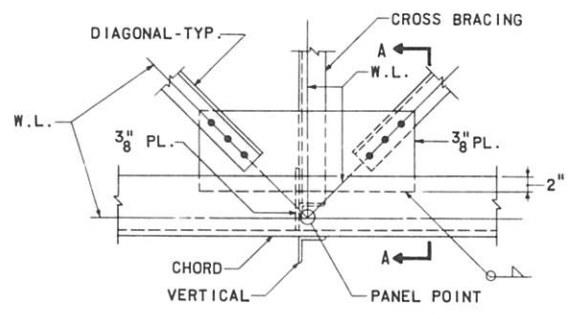
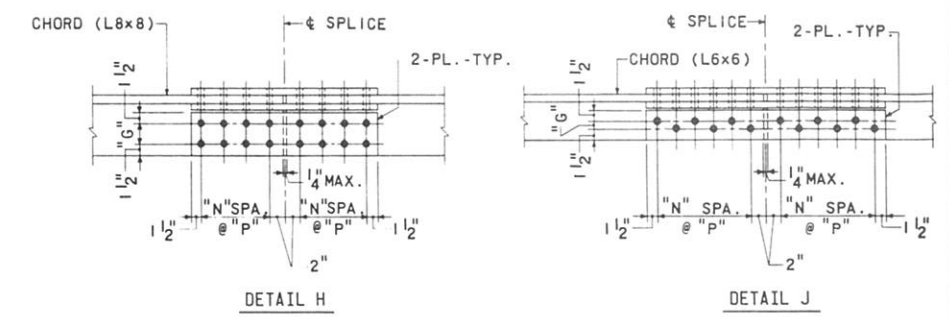
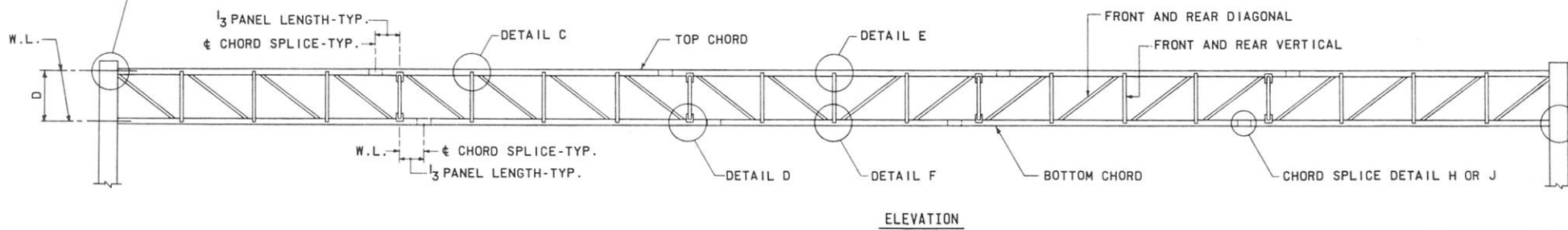
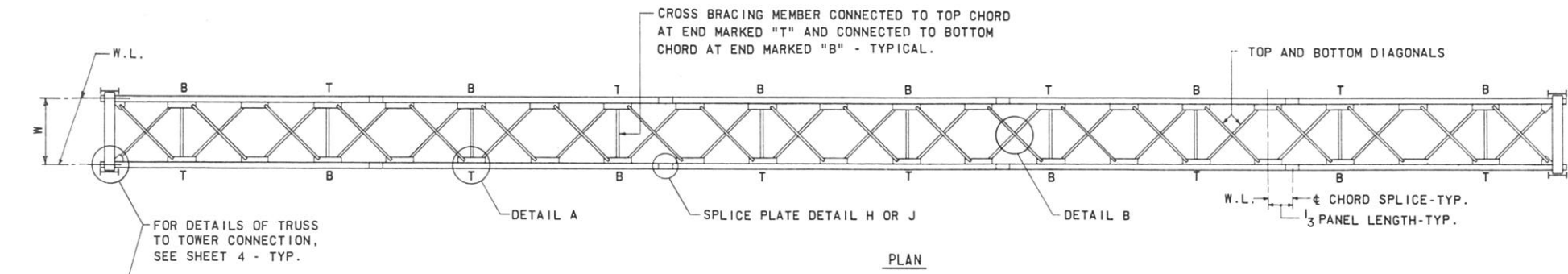
OVERHEAD SIGN STRUCTURES
STEEL SPANS GREATER THAN 120 FEET

FOUNDATION DESIGN AND DETAILS

Recommended by <i>B. J. Klatka</i> Chief Bridge Engineer	Recommended by <i>G. J. ...</i> Chief Traffic Engineering and Operations Division	Recommended by <i>Alfred ...</i> Chief Highway Engineer
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Commonwealth of Pennsylvania DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY SERVICES			
OVERHEAD SIGN STRUCTURES STEEL SPANS GREATER THAN 120 FEET			
TOWER DETAILS			
Recommended 12/25/82 B. K. K. K.	Recommended 11/10/82 J. P. J. J.	Recommended 12/25/82 W. H. W. H.	Sht. 4 of 7
Chief Bridge Engineer	Chief, Traffic Engineering and Operations Division	Chief Highway Engineer	TC-7718
BY: RES.			



NOTES:
 FOR GENERAL NOTES SEE SHEET 3.
 W.L. DENOTES WORKING LINE.
 UNLESS OTHERWISE SPECIFIED THE SIZE OF FILLET WELDS SHALL BE GOVERNED BY AWS SPECIFICATIONS.

MINIMUM CHORD SIZE AT SPLICE POINT.	SPLICE PLATES *			"G" (IN.)	"N" (IN.)	"P" (IN.)	WEIGHT Δ (LBS.)
	SIZE	NO.	DETAIL				
L8x8x1 1/8	7/8 x 5 3/4	4	H	2 3/4	3	3	162
L8x8x1	3/4 x 5 3/4	4	H	2 3/4	3	3	142
L8x8x7/8	5/8 x 6	4	H	3	2	3	95
L8x8x3/4	5/8 x 6	4	H	3	2	3	95
L8x8x5/8	1/2 x 6	4	H	3	2	3	79
L6x6x1	3/4 x 4	4	J	1	5	2 1/2	123
L6x6x7/8	5/8 x 4 1/4	4	J	1 1/4	4	2 1/2	93
L6x6x3/4	1/2 x 4 1/2	4	J	1 1/2	4	2 1/4	81
L6x6x5/8	1/2 x 4 1/2	4	J	1 1/2	3	2 1/4	62
L6x6x9/16	1/2 x 4 1/2	4	J	1 1/2	3	2 1/4	62
L6x6x1/2	3/8 x 4 1/2	4	J	1 1/2	2	2 1/4	38

Δ INCLUDES WEIGHT OF SPLICE PLATES, H.S. BOLTS, H.S. NUTS AND WASHERS. DOES NOT INCLUDE WEIGHT OF FILL PLATES.
 * PROVIDE FILL PLATES AS REQUIRED TO MAINTAIN THICKNESS OF LARGER CHORD.

NOTE:
 FOR MEMBERS NOT SHOWN IN DETAILS C, D, E & F - SEE DETAIL A.

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAY SERVICES

OVERHEAD SIGN STRUCTURES
 STEEL SPANS GREATER THAN 120 FEET

TRUSS DETAILS

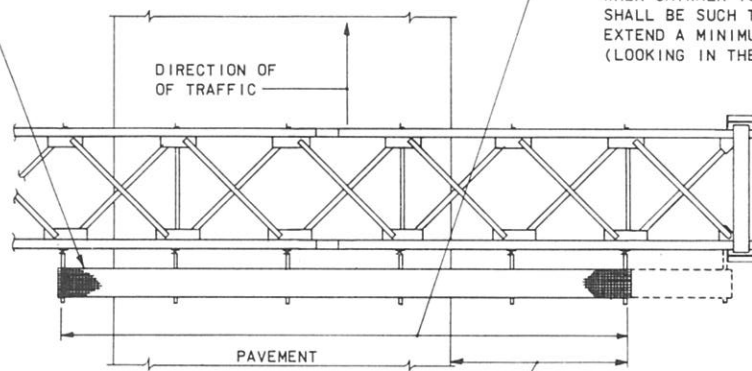
Recommended 1/28/72 <i>B. J. Kistler</i> Chief Bridge Engineer	Recommended 12/28/62 <i>G. B. Dougherty</i> Chief, Traffic Engineering and Operations Division	Recommended 1/25/62 <i>Alfred J. ...</i> Chief Highway Engineer	Sht. 5 of 7 TC-7718
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CATWALK MAY BE REQUIRED ON ONE OR BOTH SIDES OF THE TRUSS DEPENDING UPON WHETHER THERE IS ONE OR TWO-WAY TRAFFIC ON THE ROADWAY THAT THE SIGN STRUCTURE SPANS.

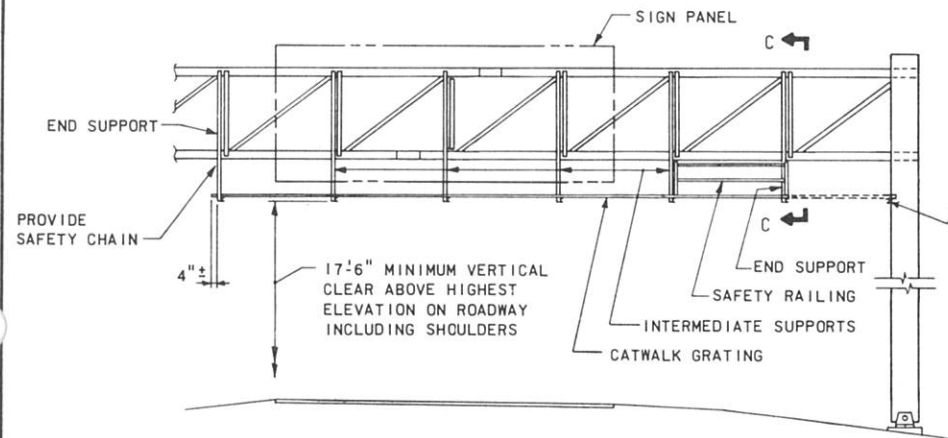
WHEN CATWALK IS ON ONE SIDE OF THE TRUSS ONLY, THE OVERALL LENGTH SHALL BE SUCH THAT THE END NEAREST THE LEFT EDGE OF ROADWAY (LOOKING IN DIRECTION OF TRAFFIC) EXTENDS A MINIMUM OF 4 FEET BEYOND THIS EDGE OF ROADWAY.

WHEN CATWALK IS ON BOTH SIDES OF TRUSS, THE OVERALL LENGTH SHALL BE SUCH THAT BOTH ENDS NEAREST THE CENTER OF THE SPAN EXTEND A MINIMUM OF 4 FEET BEYOND THE LEFT EDGES OF ROADWAY (LOOKING IN THE RESPECTIVE DIRECTIONS OF TRAFFIC).

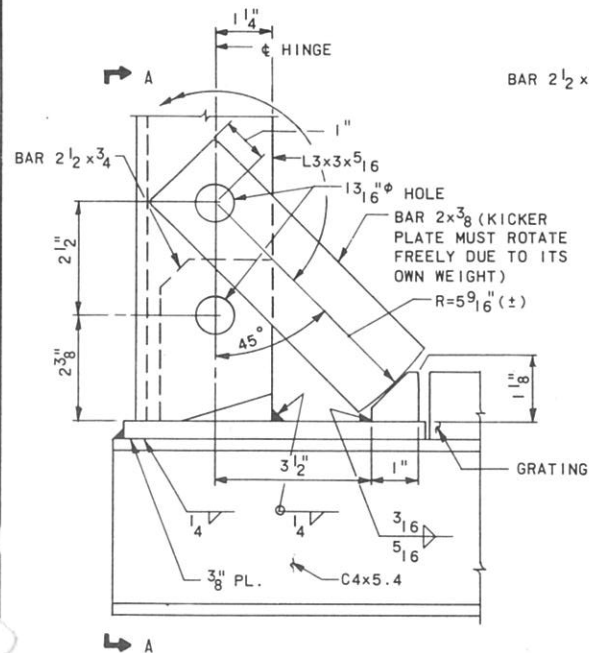
MINIMUM EXTENT OF CATWALK SHALL BE 15 FEET EXCEPT WHEN TOWER IS SET LESS THAN 17 FEET FROM EDGE OF ROADWAY. IN THIS CASE THE CATWALK SHALL EXTEND TO FACE OF THE COLUMN.



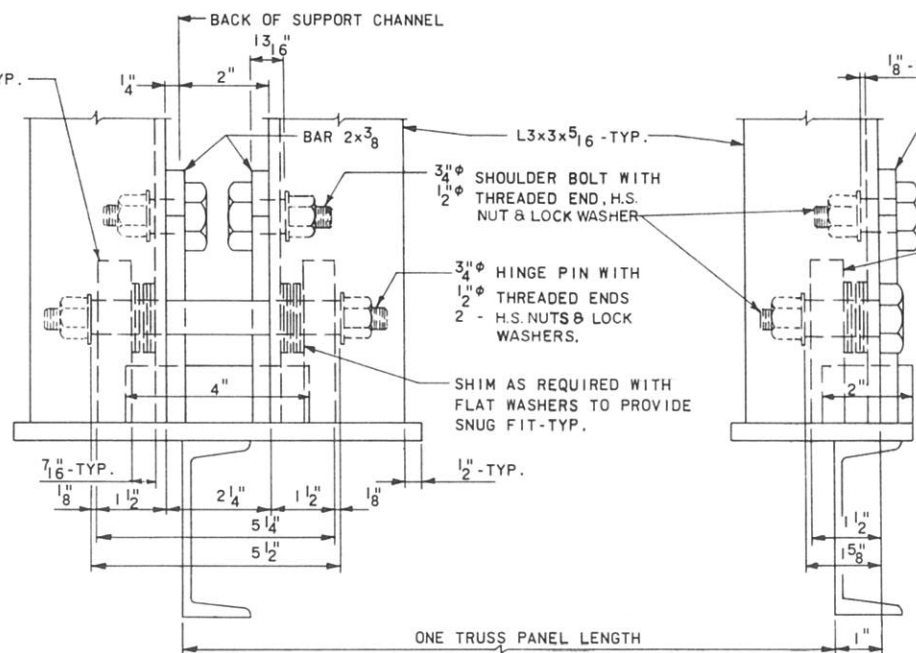
PLAN



ELEVATION

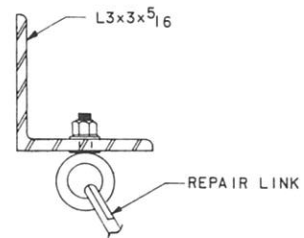


DETAIL A

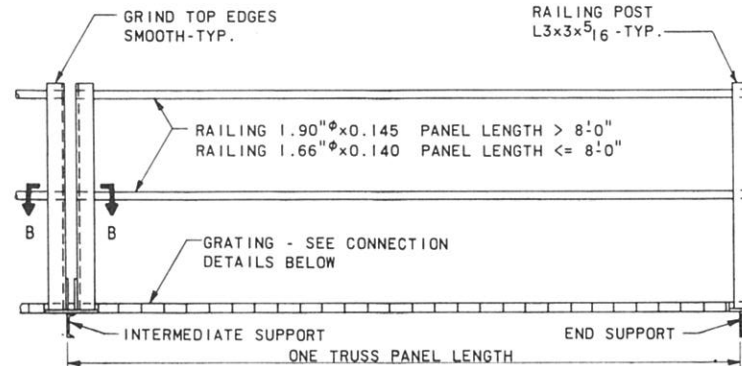
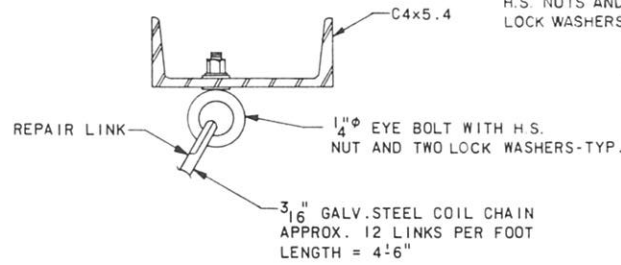


VIEW AA
AT INTERMEDIATE SUPPORT

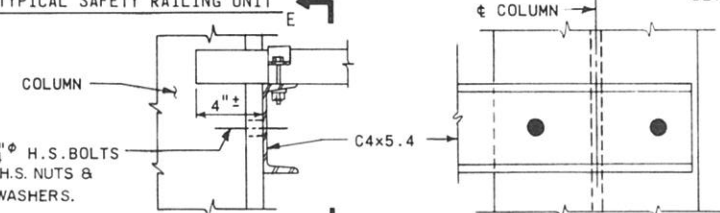
VIEW AA
AT END SUPPORT



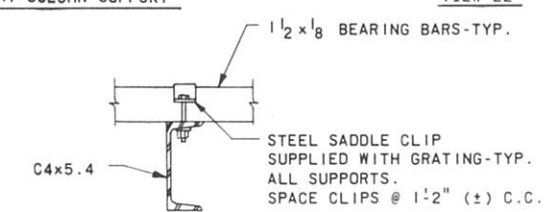
SAFETY CHAIN CONNECTION DETAILS



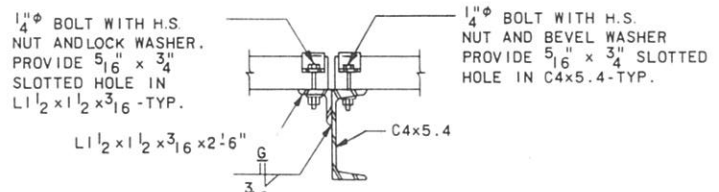
TYPICAL SAFETY RAILING UNIT



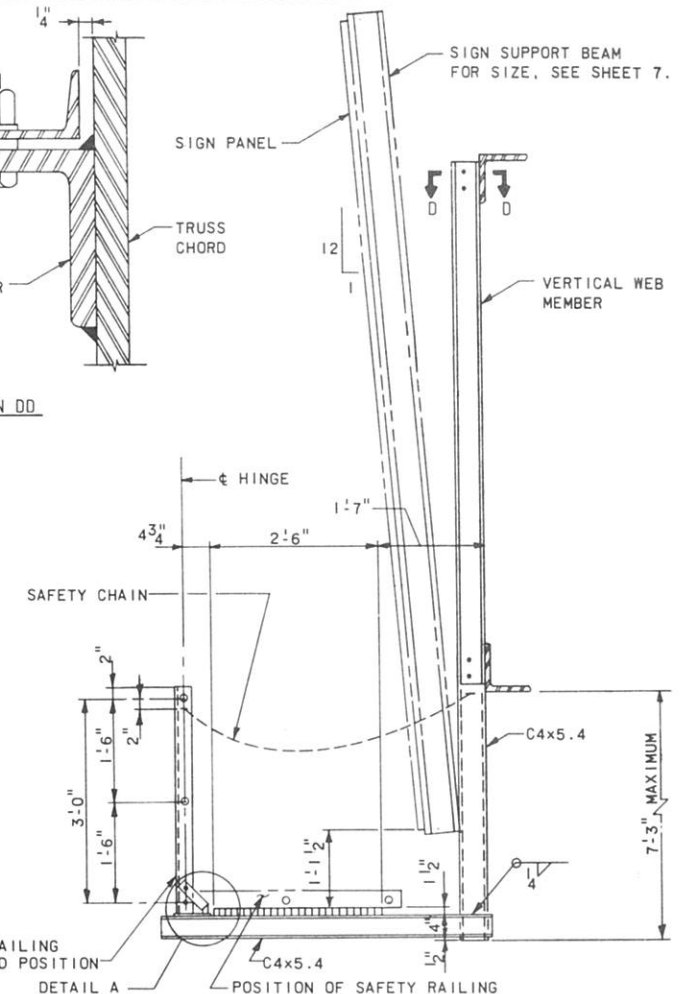
AT COLUMN SUPPORT



AT INTERMEDIATE SUPPORT (GRATING CONTINUOUS) AND END SUPPORT



AT INTERMEDIATE SUPPORT (GRATING BROKEN) GRATING CONNECTION DETAILS



SECTION CC

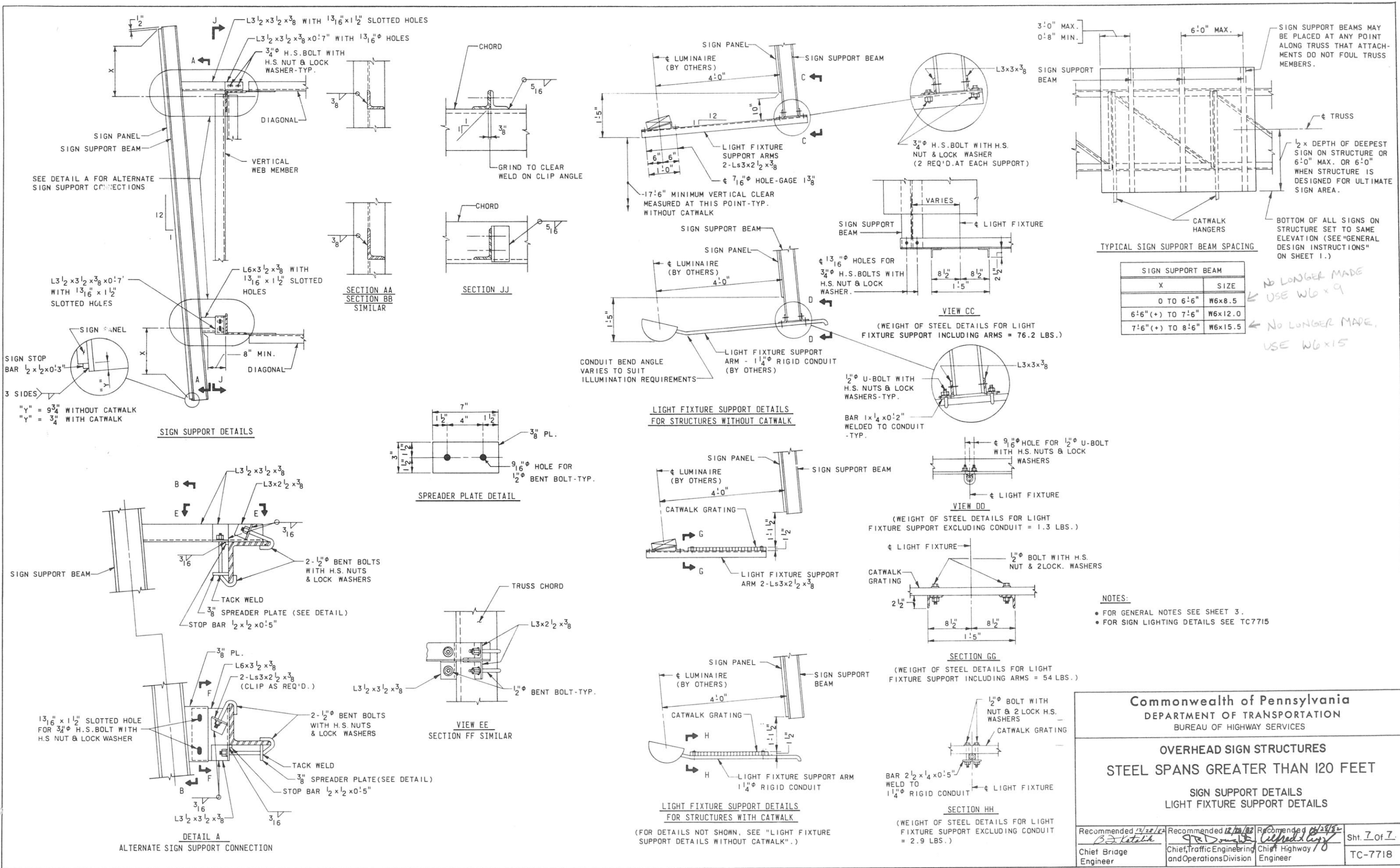
NOTES:
 FOR GENERAL NOTES, SEE SHEET 3.
 FOR USE OF CATWALK, SEE GENERAL DESIGN INSTRUCTIONS ON SHEET 1.
 SPECIAL CARE SHOULD BE TAKEN TO INSURE THAT THE COMPLETED POST HINGE AND KICKER PLATE ASSEMBLY WILL HOLD THE SAFETY RAILING IN A STEADY MANNER, FREE OF WOBBLE WHILE IN THE RAISED POSITION. MAXIMUM ALLOWABLE DISPLACEMENT FROM VERTICAL AT TOP OF RAILING WHEN KICKER PLATES ARE IN JAM POSITION SHALL BE 1".
 CATWALK GRATING TO BE CONTINUOUS (NO SPLICES) OVER AS MANY SUPPORTS AS PRACTICABLE, CONSISTENT WITH FABRICATION, EASE OF HANDLING AND ASSEMBLY.
 WELDED-TYPE GRATING SHALL HAVE 1 1/2 x 1/8 BEARING BARS @ 13 1/16 CENTERS AND 1/2 x 3/16 CROSS BARS @ 4" CENTERS. WEARING SURFACES OF ALL BARS SHALL BE SERRATED.
 PROVIDE 3 CLIPS EVENLY SPACED AT EACH GRATING SUPPORT.

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAY SERVICES

OVERHEAD SIGN STRUCTURES
STEEL SPANS GREATER THAN 120 FEET
CATWALK DETAILS

Recommended <i>12/20/02</i> <i>P. Katalik</i> Chief Bridge Engineer	Recommended <i>2/20/02</i> <i>J.P. Dougherty</i> Chief, Traffic Engineering and Operations Division	Recommended <i>12/20/02</i> <i>Alfred J. Coy</i> Chief Highway Engineer	Sht. 6 of 7 TC-7718
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BY: RES



SIGN SUPPORT BEAM	
X	SIZE
0 TO 6'-6"	W6x8.5
6'-6" (+) TO 7'-6"	W6x12.0
7'-6" (+) TO 8'-6"	W6x15.5

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAY SERVICES

OVERHEAD SIGN STRUCTURES
STEEL SPANS GREATER THAN 120 FEET

SIGN SUPPORT DETAILS
LIGHT FIXTURE SUPPORT DETAILS

Recommended 12/22/12 B. Kotalik Chief Bridge Engineer	Recommended 12/20/12 R. Donald Chief, Traffic Engineering and Operations Division	Recommended 12/20/12 C. Kelly Chief Highway Engineer	Sht. 7 of 7 TC-7718
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