# Index 11870 Single Post Bridge Mounted Sign Support

## Design Criteria

***AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals***; ***Structures Manual*** Volume 3, FDOT Modifications to LTS-6; ***Structures Manual*** Introduction, I.6 References; ***Structures Design Guidelines (SDG)***.

## Design Assumptions and Limitations

See notes on the ***Design Standard*** and ***Structures Manual*** Volume 3. See also ***PPM*** Volume 1, Chapters 7 and 29. Work this Index with Index 11860.

Limit the use of the Single Post Bridge Mounted Signs to Traffic Railings on Bridges and MSE walls where ground mounting is not feasible and signing cannot be placed outside of their limits.

Tabulated Maximum Sign Area, Dim A and Dim C, are based on Wind Speeds of 110 MPH, 130 MPH and 150 MPH at a 10 year mean recurrence interval and a bridge height of 75' above surrounding areas.

Sign Post clearance from front face of barrier is detailed to meet the maximum setback distance requirements of ***SDG*** 6.7. Maximum sign width is 60 inches.

Sign Supports have been detailed for placement on new or existing concrete traffic and pedestrian railings.

Undercut Anchors may be used in lieu of Adhesive bonded Anchors when approved by the DSDE and the State Structures Engineer, on a project-by-project basis. If approved, project specific details will be required in the plans. When using Undercut Anchors, the designer must submit a request to the District Specifications Office to use Developmental Specifications Dev 416 and Dev 937 for Post-installed Anchor Systems which includes provisions for both Adhesive Bonded Anchors and Undercut Anchors. See ***SDG*** 1.6 for more information.

## Plan Content Requirements

See ***PPM*** Volume 2, Chapter 23.Label sign support by name or Index number and show minimum distance from gutterline to bottom of the sign or sign cluster.

## Payment

| Item number | Item description | Unit Measure |
|---|---|---|
| 700-1-AB | Single Post Sign (Bridge Mount) F&I | AS |