# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Subsection</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> Introduction</td>
<td>.</td>
<td>1</td>
</tr>
<tr>
<td>.</td>
<td><strong>1.1</strong> Scope</td>
<td>1</td>
</tr>
<tr>
<td><strong>2</strong> General Features of Design</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>.</td>
<td><strong>2.1</strong> Scope</td>
<td>1</td>
</tr>
<tr>
<td>.</td>
<td><strong>2.4</strong> Functional Requirements</td>
<td>1</td>
</tr>
<tr>
<td>.</td>
<td><strong>2.4.2</strong> Structural Supports for Signs and Traffic Signals</td>
<td>1</td>
</tr>
<tr>
<td>.</td>
<td><strong>2.4.2.2</strong> Size, Height and Location of Signs (Rev. 01/14)</td>
<td>1</td>
</tr>
<tr>
<td>.</td>
<td>Figure 1 Example: actual signs</td>
<td>2</td>
</tr>
<tr>
<td>.</td>
<td>Figure 2 Example: signs used in design</td>
<td>2</td>
</tr>
<tr>
<td>.</td>
<td><strong>2.4.2.4</strong> Variable Message Signs</td>
<td>3</td>
</tr>
<tr>
<td>.</td>
<td><strong>2.4.2.5</strong> Horizontal Span and Cantilever Limits (Rev. 01/14)</td>
<td>3</td>
</tr>
<tr>
<td><strong>3</strong> Loads</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.8</strong> Wind Load (Rev. 01/14)</td>
<td>3</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.8.2</strong> Basic Wind Speed</td>
<td>3</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.8.3</strong> Wind Importance Factor (I_r)</td>
<td>4</td>
</tr>
<tr>
<td>.</td>
<td>FDOT Table 3-3 Minimum Design Life</td>
<td>4</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.8.6</strong> Drag Coefficients (C_d)</td>
<td>4</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.8.7</strong> Lift Coefficient for Traffic Signals (C_l)</td>
<td>5</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.9</strong> Design Wind Loads On Structures</td>
<td>5</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.9.1</strong> Load Application</td>
<td>5</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.9.3</strong> Design Loads for Vertical Supports</td>
<td>5</td>
</tr>
<tr>
<td>.</td>
<td><strong>3.10</strong> References</td>
<td>6</td>
</tr>
<tr>
<td><strong>5</strong> Steel Design</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.5</strong> Material - Structural Steel</td>
<td>6</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.13</strong> Cables And Connections</td>
<td>6</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.14</strong> Details of Design</td>
<td>6</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.14.3</strong> Transverse Plate Thickness (Rev. 01/14)</td>
<td>6</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.15</strong> Welded Connections</td>
<td>6</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.15.1</strong> Tube-to-Tube Splice Circumferential Welds</td>
<td>7</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.15.3</strong> Tube-to-Transverse Plate Connection Welds</td>
<td>7</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.16</strong> Bolted Connections</td>
<td>7</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.17</strong> Anchor Bolt Connections</td>
<td>7</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.17.1</strong> Anchor Bolt Types</td>
<td>8</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.17.2</strong> Anchor Bolt Materials</td>
<td>8</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.17.2.4</strong> Anchor Bolt Holes in Base Plate (Rev. 01/14)</td>
<td>8</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.17.3</strong> Design Basis</td>
<td>8</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.17.3.1</strong> Double-Nut Anchor Bolt Connections (Rev. 01/14)</td>
<td>8</td>
</tr>
<tr>
<td>.</td>
<td><strong>5.17.3.3</strong> Use of Grout (Rev. 01/14)</td>
<td>9</td>
</tr>
</tbody>
</table>
5.17.4 Anchor Bolt Design ......................................................... 9
5.17.4.3 Bending Stress in Anchor Bolts (Rev. 01/14) ...................... 9
5.19 References (Rev. 01/14) .................................................... 9

6 Aluminum Design ............................................................ 10
6.1 Scope ............................................................................. 10

7 Prestressed Concrete Design ............................................... 10
7.5 Design ............................................................................ 10
7.5.1 Method of Design .......................................................... 10
7.5.2 Concrete Strength .......................................................... 10
7.10 Durability ....................................................................... 10
7.10.2 Concrete Cover ............................................................ 10

10 Serviceability Requirements ............................................... 11
10.5 Camber .......................................................................... 11

11 Fatigue Design ................................................................. 11
11.6 Fatigue Importance Factors (Rev. 01/14) ............................. 11
11.7 Fatigue Design Loads ...................................................... 12
11.7.1 Galloping ..................................................................... 12
11.8 Deflection ....................................................................... 12

13 Foundation Design .......................................................... 12
13.6 Drilled Shafts .................................................................. 12
13.6.1 Geotechnical Design ...................................................... 13
13.6.1.1 Embedment (Rev. 01/14) .......................................... 13
13.6.2 Structural Design .......................................................... 14
13.6.2.1 Details ..................................................................... 14
13.10 Embedment of Lightly Loaded Small Poles and Posts .......... 14
13.11 References .................................................................... 15

Appendix C ........................................................................ 15
1 Alternate Method (Rev. 01/14) ............................................. 15
2 Wind Load ......................................................................... 16
FDOT Table C.2-1 Wind Speed by County ................................ 17

Volume 3 - Revision History .................................................. R3-1
1 INTRODUCTION

1.1 Scope
Add the following:
Conform to the date specific AASHTO Publications listed in Structures Manual Introduction I.6 References.

C 1.1
Add the following:
Structures Manual Introduction I.6 is updated annually to reflect the specific specifications editions and interims adopted by the FDOT.

2 GENERAL FEATURES OF DESIGN

2.1 Scope
Add the following:
See Chapters 2, 7 and 29 of the FDOT Plans Preparation Manual, Volume 1 regarding the use of FDOT Design Standards and other plans preparation requirements.

C 2.1
Add the following:
The FDOT Plans Preparation Manual contains additional FDOT requirements for sign, signal and lighting structures. The FDOT Design Standards contains drawings for all typical sign, signal and lighting structures.

2.4 Functional Requirements

2.4.2 Structural Supports for Signs and Traffic Signals

C 2.4.2.2 Size, Height and Location of Signs (Rev. 01/14)
Add the following:
Span type overhead sign structures in urban locations shall be designed either for the actual signs shown on the signing plans or for a minimum sign area of 120 sq. ft. (12 ft. W x 10 ft. H) per lane, whichever is the greater. The minimum sign area applies to lanes without signs and lanes with sign sizes smaller than the minimum. If the signing plans require signs for only one traffic direction, the minimum sign area per lane requirement applies to the traffic lanes in this direction only.

Cantilever type overhead sign structures in urban locations shall be designed either for the actual signs shown on the signing plans or for a minimum sign area of 80 sq.

Minimum sign areas for overhead variable message sign supports are normally not required.

See the FDOT PPM, Volume 1, Introduction for a link to the Urban Area Boundary Maps. See PPM, Volume 1 for cantilever and span overhead sign support location criteria.
ft. (8 ft. W x 10 ft. H) located at the end of the cantilever, whichever provides the more stringent load or stress at the location under consideration.

Figures 1 and 2 show how to apply the above minimum sign areas for span type overhead sign structures in urban locations.

Overhead signs in rural locations should be designed for the actual sign shown on the signing plans.

**Figure 1 Example: actual signs**

![Diagram showing sign areas](image1)

**Figure 2 Example: signs used in design**

![Diagram showing sign areas](image2)
2.4.2.4 Variable Message Signs
Add the following:
For all overhead Variable Message Sign (VMS) structures, the horizontal member shall consist of a truss with a minimum of two chords with a minimum center-to-center distance between the chords of 3'-0". See FDOT section 11.8 for VMS maximum span-to-depth ratios.

FDOT vertical clearance requirements for VMS structures are found in PPM, Volume 1, Chapter 2.

2.4.2.5 Horizontal Span and Cantilever Limits (Rev. 01/14)
New Section, add the following:
Sign and signal structures shall be limited to the following maximum horizontal lengths:

<table>
<thead>
<tr>
<th>Structure Type</th>
<th>Max Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span Overhead Sign</td>
<td>220 feet</td>
</tr>
<tr>
<td>Cantilever Overhead Sign</td>
<td>50 feet</td>
</tr>
<tr>
<td>Mast Arm</td>
<td>78 feet</td>
</tr>
<tr>
<td>Span Wire Assembly</td>
<td>250 feet</td>
</tr>
</tbody>
</table>

3 LOADS

3.8 Wind Load (Rev. 01/14)
Delete the last paragraph and add the following:
The use of Appendix C is only permitted for the evaluation of existing structures.

3.8.2 Basic Wind Speed
Delete the entire paragraph including Figure 3-2, and add the following:
The wind loads shall be based on the wind speeds (mph) shown in FDOT SDG Table 2.4.1-2

C 2.4.2.4
Add the following:
The minimum requirements given provide additional measures to limit the possibility of galloping.

Since cantilever overhead Variable Message Sign (VMS) structures are more susceptible to fatigue than span overhead VMS structures, span structures should be used whenever possible.

In Florida, overhead VMS structures are typically referred to as Dynamic Message Sign (DMS) structures.

C 2.4.2.5
Add the following:
These limits were chosen based on past practice and practical experience.

A FDOT Design Variation is required when sign or signal structure limits are exceeded. The design variation documentation shall include the type of structure, height, length, discussion of alternatives, and costs.

C 3.8
For existing supports, FDOT PPM, Volume 1, Section 25.4.26 defines when structural evaluation is necessary and lists FDOT Design Exception and Variation requirements.

C 3.8.2
Add the following:
FDOT SDG Table 2.4.1-2 was derived from the ASCE 7-05 wind speed map.

To simplify the design process, FDOT has designated one wind speed per county.
3.8.3 Wind Importance Factor $I_r$

Add the following Wind Importance Factor to Table 3-2:

<table>
<thead>
<tr>
<th>Recurrence Interval</th>
<th>$V = 85-100$ mph</th>
<th>$V &gt; 100$ mph</th>
<th>Alaska</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5</td>
<td>0.45</td>
<td>0.2</td>
<td>---</td>
</tr>
</tbody>
</table>

Delete Table 3-3 and add the following FDOT Table 3-3:

FDOT Table 3-3 Minimum Design Life

<table>
<thead>
<tr>
<th>Design Life</th>
<th>Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>50-year</td>
<td>Overhead sign structures</td>
</tr>
<tr>
<td></td>
<td>Luminaire support structures &gt;50’ in height.</td>
</tr>
<tr>
<td></td>
<td>Mast Arms</td>
</tr>
<tr>
<td></td>
<td>Monotubes</td>
</tr>
<tr>
<td></td>
<td>Steel Strain Poles</td>
</tr>
<tr>
<td></td>
<td>ITS Camera Poles &gt;50’ in height</td>
</tr>
<tr>
<td>25-year</td>
<td>Luminaire supports and other structures ≤ 50’ in height.</td>
</tr>
<tr>
<td></td>
<td>Concrete Strain Poles</td>
</tr>
<tr>
<td>10-year</td>
<td>Roadside sign structures</td>
</tr>
<tr>
<td>1.5-year</td>
<td>Temporary construction signs</td>
</tr>
</tbody>
</table>

A 1.5-year design life ($I_r = 0.2$) for temporary construction signs shall only be used with a 150 mph design wind speed.

3.8.6 Drag Coefficients $C_d$

Replace the coefficient of drag for Traffic Signals in Table 3-6 with the following:

Traffic Signals - no ability to swing - 1.2
Traffic Signals - installed with the ability to swing on span wire systems under full wind load - 0.7

C 3.8.3

Add the following:

A 1.5-year design life has been added for temporary construction signs. The importance factor is calculated based on "Wind Speed for Design of Temporary Structures" by D.W. Boggs and J.A. Peterka, Structures Congress, 1992, Compact Papers, ASCE, 1992.

Florida has traditionally designed Luminaire support structures, 50 feet in height and less, and strain poles for a 25 year design life.

Concrete strain poles are designed for zero tension stress, therefore a twenty-five year design life is appropriate.

C 3.8.6

Add the following to note 2 at the bottom of Table 3-6:

A drag coefficient for traffic signal installed with the ability to swing has been established through research (Cook 2007). On span wire systems where signal and signs are allowed to swing, varying $C_d$ as a function of swing angle is allowed (Hoit and Cook 1997).
3.8.7 Lift Coefficient for Traffic Signals $C_l$

New Section, add the following:
For traffic signals installed with the ability to swing on span wire systems under full design wind speed (Group II loading), use a coefficient of lift $C_l$ equal to 0.4. To compute the lift pressure, use Eq. 3-1 substituting $C_l$ for $C_d$. Using a reduced signal area based on the swing angle, compute the lift force and apply in a vertical direction opposite dead load.

3.9 Design Wind Loads On Structures

3.9.1 Load Application

Add the following:
Use the following areas for traffic signals:

<table>
<thead>
<tr>
<th>Item</th>
<th>Projected Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>12&quot; Signal</td>
<td>1.36 sf</td>
</tr>
<tr>
<td>8&quot; Signal</td>
<td>0.70 sf</td>
</tr>
<tr>
<td>3 Section Backplate</td>
<td>5.67 sf</td>
</tr>
<tr>
<td>4 Section Backplate</td>
<td>6.83 sf</td>
</tr>
<tr>
<td>5 Section Backplate</td>
<td>8.00 sf</td>
</tr>
</tbody>
</table>

When the full design wind speed is used for Group II loading on span wire systems, use a reduced signal and sign area based on the following swing angles:

<table>
<thead>
<tr>
<th>Wind Speed</th>
<th>Swing Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>110 mph</td>
<td>45 degrees</td>
</tr>
<tr>
<td>130 mph</td>
<td>55 degrees</td>
</tr>
<tr>
<td>150 mph</td>
<td>60 degrees</td>
</tr>
</tbody>
</table>

3.9.3 Design Loads for Vertical Supports

Add the following:
When 3 or 4 span wire pole structures are connected, analyze the system with wind directions of 0, 45, and 90 degrees. If other angles are used, document the angles in the analysis report.

C 3.8.7
Add the following:
A lift coefficient of 0.4 on traffic signals installed on span wire systems has been established through research (Cook 2007). On span wire systems where signal and signs are allowed to swing, varying $C_l$ as a function of swing angle is allowed (Hoit and Cook 1997).

C 3.9.1
Add the following:
Swing angles for traffic signals and signs installed on span wire systems have been established through research (Cook 2007).

Areas given are for standard signals in Florida.

C 3.9.3
Add the following:
More refined analysis is typically not required due to the number of approximate assumptions made in the analysis. Other angles may be analyzed and substituted if program results are not consistent at the specified angles.
3.10 References

Add the following:


5 STEEL DESIGN

5.5 Material - Structural Steel

Add the following:

Do not specify ASTM A588 (rustic, Corten, “self-oxidizing”, or "self-weathering") steel in sign, signal, or lighting structures.

5.13 Cables And Connections

Add the following:

Use the cable breaking strength values specified in FDOT Specification 634.

5.14 Details of Design

5.14.3 Transverse Plate Thickness

(Rev. 01/14)

Add the following:

The minimum base plate thickness shall be 2½ inches for mast arm signal structures and steel strain poles, and 3 inches for high mast light poles.

5.15 Welded Connections

Add the following:

Section 5.15 is referenced as a requirement in FDOT Specification 460-6.4.
5.15.1 Tube-to-Tube Splice Circumferential Welds

Add the following:

On steel sign and signal structures, no circumferential welds are permitted on the uprights, arms or chords with the exceptions of the base plate weld, the flange plate connections on tubular truss members, mitered arm-to-upright angle weld on monotubes and uprights greater than 40 feet in height.

5.15.3 Tube-to-Transverse Plate Connection Welds

Add the following:

For base plate connections without stiffeners on 50 year recurrence interval structures, only use full-penetration groove welds.

5.16 Bolted Connections

Add the following:

Design all pole to arm connections on Mast Arm structures as "through bolted". Tapped connections are not permitted. Do not use hardened steel washers between the end plate of a Mast Arm and the mounting plate of the pole.

5.17 Anchor Bolt Connections

Add the following:

All sign, signal, and lighting structures designed for a minimum service life of 50 years (wind speed based on a 50-year mean recurrence interval) shall use a minimum of eight, Grade 55, ASTM F1554 anchor bolts at the pole to foundation connection, with the exception of Mast Arm signal structures where the minimum is six anchor bolts.

C 5.15.1
Add the following:
The Department’s intent is to avoid any unnecessary welds on sign, signal or lighting structures.

C 5.15.3
Add the following:
Research has proven full-penetration groove welds combined with thicker base plates increases the pole-to-base-plate connection fatigue strength.

C 5.16
Add the following:
Through bolted connections provide fully tensioned A325 bolts.

C 5.17
Add the following:
A minimum of eight anchor bolts provides redundancy and better distribution of forces through the base plate.
5.17.1 Anchor Bolt Types

Delete anchor bolts types listed in the second and third bullet and add the following:

Both Adhesive anchors and threaded post-tensioning bars are not permitted.

C 5.17.1

Add the following:

FDOT only allows straight headed anchor bolts.

Adhesive anchor and threaded post-tensioning bars have undesirable creep and non-ductile behavior respectively.

5.17.2 Anchor Bolt Materials

Add the following:

Only use ASTM F 1554 anchor bolts with 55 ksi yield strength.

C 5.17.2

Add the following:

ASTM F 1554 Grade 55 anchor bolts provide sufficient ductility after yield to engage all the anchor bolts on the tension side of the base plate.

5.17.2.4 Anchor Bolt Holes in Base Plate (Rev. 01/14)

Delete the first bullet in the first paragraph.

C 5.17.2.4

Oversized anchor bolt holes are allowed in Florida.

5.17.3 Design Basis

5.17.3.1 Double-Nut Anchor Bolt Connections (Rev. 01/14)

Add the following:

Use double-nut moment joints in all mast arm signal structures, steel strain poles, high mast light poles and overhead sign structures.

Replace the 2nd paragraph with the following:

In cantilever support structures, bending of the anchor bolt from shear and torsion shall be considered according to Article 5.17.4.3 unless a structural grout pad is provided. In non-cantilevered support structures, if the clear distance between the bottom of the bottom leveling nut and the top of concrete is less than the nominal anchor bolt diameter, bending of the anchor bolt from shear and torsion may be ignored. If the clear distance exceeds one bolt diameter, bending in the anchor bolt shall be considered according to Article 5.17.4.3.

C 5.17.3.1

Add the following:

A structural grout pad significantly contributes to the design load carrying capacity of anchor bolts in cantilever structures.
5.17.3.3 Use of Grout (Rev. 01/14)

Add the following:

A structural grout pad is required under the base plates in double-nut moment joints of mast arm signal structures and cantilever overhead sign structures.

Grout pads are not required under the base plates in double-nut moment joints of span overhead sign structures, high mast light poles, steel strain poles and monotube structures.

5.17.4 Anchor Bolt Design

5.17.4.3 Bending Stress in Anchor Bolts (Rev. 01/14)

Replace the first paragraph with the following:

In cantilevered support structures, bending stresses in the anchor bolts shall be considered unless a structural grout pad is provided. In non-cantilevered support structures, when the clearance between the bottom of the leveling nuts and the top of the concrete foundation exceeds one bolt diameter, bending stresses in the anchor bolts should be considered.

5.19 References (Rev. 01/14)

Add the following:

6 ALUMINUM DESIGN

6.1 Scope

Add the following:

Do not specify aluminum overhead sign structure supports with the exception of the vertical sign panel hangers, which may be aluminum or steel.

C 6.1

Add the following:

Aluminum overhead sign structures have been prone to unacceptable levels of vibration and fatigue cracking.

7 PRESTRESSED CONCRETE DESIGN

7.5 Design

7.5.1 Method of Design

Add the following:

For Standard Prestressed Concrete Pole Design, see Instructions for Design Standard Index 17725, for the Service Moment Capacity and Ultimate Moment Capacity. An increased percentage of Allowable Stress for Group II loading (LTS Table 3-1) is not applicable for Prestressed Concrete Poles, since Group II loading is an ultimate moment capacity calculation.

C 7.5.1

Add the following:

FDOT uses Standard Prestressed Concrete Poles in accordance with Index 17725 and Specification 641. After analysis of the proposed span-wire pole structure, the Designer selects the appropriate pole using the design moment values given in the Instructions for Design Standards for Index 17725.

7.5.2 Concrete Strength

Replace this section with the following:

The minimum compressive concrete strength shall be 6 ksi.

C 7.5.2

Add the following:

FDOT uses Class V Special, 6 ksi or Class VI 8.5 ksi concrete in accordance with Specification 346.

7.10 Durability

7.10.2 Concrete Cover

Replace this section with the following:

The minimum clear concrete cover for all prestressed and non-prestressed poles is 1 inch.

C 7.10.2

Add the following:

FDOT requires a minimum 1 inch cover on all concrete poles in all environments.
10 SERVICEABILITY REQUIREMENTS

10.5 Camber
Replace this section with the following:
Provide permanent camber equal to 1.5 times the dead load deflection for overhead sign structures. For span overhead sign structures, arch the horizontal member upwards and for cantilever overhead sign structures rake the vertical support backwards. For mast arm signal structures, provide a two degree upward angle at the arm/upright connection.

11 FATIGUE DESIGN

11.6 Fatigue Importance Factors
(Rev. 01/14)
Add the following:
When evaluating galloping, use Fatigue Category II for all flat panel sign, traffic signal, and lighting support structures meeting the limits in 2.4.2.5 and designed in accordance with the current LTS specifications. Use Fatigue Category I for all other sign, traffic signal, and lighting support structure designs including all VMS support structures.

C 10.5
Add the following:
Permanent camber equal to 1.5 times the dead load deflection provides for a better appearance than the relatively small L/1000 given in AASHTO. For mast arms, a two degree upward angle at the arm/upright connection is standard industry practice.

C 11.6
Add the following:
There have been no reports of fatigue damage to sign, signal and lighting structures built using FDOT Design Standards.
11.7 Fatigue Design Loads

11.7.1 Galloping

Replace the 2nd, 3rd and 4th paragraphs with the following:

Vibration Mitigation devices are not allowed in lieu of designing for galloping.

Exclude galloping loads for the fatigue design of overhead cantilevered sign and VMS support structures with three or four chord horizontal trusses with bolted web to chord connections.

11.8 Deflection

Add the following:

In addition, VMS structures shall also meet the following maximum span-to-depth ratios:

<table>
<thead>
<tr>
<th>VMS Structure Type</th>
<th>Max. Span-to-Depth Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overhead Span Structure</td>
<td>25</td>
</tr>
<tr>
<td>Overhead Cantilever Structure</td>
<td>9</td>
</tr>
</tbody>
</table>

13 FOUNDATION DESIGN

13.6 Drilled Shafts

Add the following:

Drilled shafts are the standard foundation type on high mast light poles, overhead signs, mast arms and steel strain poles.
13.6.1 Geotechnical Design

13.6.1.1 Embedment (Rev. 01/14)

Add the following:

Use a safety factor against overturning of 2 when using the Broms method.

For torsion resistance in drilled shafts supporting Mast Arm signal and cantilever overhead sign structures, use the following equations:

\[ T_u \leq \frac{T_n}{SF_{tor}} \]

Where

\[ T_n = \pi D L F_s \left( \frac{D}{2} \right) + \pi \left( \frac{D}{2} \right)^2 L \gamma_{conc} \left( \frac{D}{3} \right) \mu \]

\[ F_s = \sigma_v \omega_{fdot} \]

\[ \sigma_v = \gamma_{soil} \left( \frac{L}{2} \right) \]

\[ \mu = \tan(\phi_{soil}) \]

\[ T_u = \text{Torsion force on the drilled shaft} \]

\[ T_n = \text{Nominal torsion resistance of the drilled shaft} \]

\[ SF_{tor} = \text{Safety Factor against torsion} \]

- = 1.0 for Mast Arm signal structures
- = 1.3 for overhead cantilever sign structures

\[ D = \text{diameter of the drilled shaft} \]

\[ L = \text{length of the drilled shaft} \]

\[ F_s = \text{unit skin friction} \]

\[ \sigma_v = \text{effective vertical stress at mid-layer} \]

\[ \omega_{fdot} = \text{load transfer ratio where the allowable shaft rotation may exceed 10 degrees} \]

- = 1.5 for granular soils where uncorrected SPT N-values are 15 or greater
- = 1.5 \( \frac{N \text{-value}}{15} \) for uncorrected N-values greater than or equal to 5 and less than 15.

The torsion resistance equation is based on the theory for the Beta Method (O'Neill and Reese, 1999). A single \( \omega_{fdot} \) factor of 1.5 is used to adjust for the concurrent overturning and torsional forces and to compare with past FDOT practice. Since the consequence of a torsion soil-structure failure is usually small, some rotation is typically allowable from the design wind.

Since cantilever overhead sign structures can have significantly more torsion than a Mast Arm, a higher safety factor of 1.3 is appropriate.

For soils with SPT N-values less than 5, consult the Geotechnical Engineer for additional recommendations.

C 13.6.1.1

Add the following:

FDOT experience has established a safety factor of 2 produces conservative designs.
\( \gamma_{\text{conc}} \) = unit weight of concrete
\( \gamma_{\text{soil}} \) = unit weight of soil
\( \mu \) = Coefficient of friction between the shaft and soil
\( \phi_{\text{soil}} \) = soil friction angle

13.6.2 **Structural Design**

*Add the following:*

Longitudinally reinforce drilled shaft foundations with a minimum of 1% steel. At a minimum, place #5 stirrups at 4 inch spacing in the top two feet of shaft. In cantilever structures, design for shear resulting from the torsion loading on the anchor bolt group.

13.6.2.1 **Details**

*Replace the second sentence with the following:*

A minimum concrete cover of six inches over steel reinforcement is required.

*Add the following:*

The minimum diameter for drilled shafts is 36 inches. A minimum main reinforcement clear spacing of six inches is required for proper concrete consolidation. Stirrups in drilled shafts for sign, signal and lighting structures are exempt from this spacing requirement.

13.10 **Embedment of Lightly Loaded Small Poles and Posts**

*Add the following:*

When using the Broms method for ground sign foundation design, use a safety factor against overturning of 1.3. When using the Broms method for direct burial concrete pole foundation design, use a safety factor against overturning of 1.5.

C 13.6.2

*Add the following:*

Using 1% steel is conservative for flexural design in most cases. Additional stirrups in the top of the shaft provides resistance against shear failure in the top of the shaft. Due to torsion, additional stirrups may be required in cantilever structures.

C 13.6.2.1

*Add the following:*

FDOT requires six inches of cover to ensure durability in drilled shafts.

Concrete consolidation below the anchor bolts becomes more difficult with reinforcement clear spacing less than six inches.
13.11 References

Add the following:


APPENDIX C

C.1 Alternate Method *(Rev. 01/14)*

Add the following:

When using Appendix C:

• an allowable overstress factor (LTS 3.4) of 1.4 for Group II loading is allowed.
• FDOT minimum sign areas (FDOT 2.4.2.2) are not required.
• fatigue evaluation (LTS Section 11) is not required.
• foundation evaluation (LTS Section 13), structural and geotechnical, is not required.

In addition, if any of the following details exist, a Design Variation/Exception is not required:

• mast arm connections with 4 bolt (FDOT 5.17)
• tapped mast arm connections (FDOT 5.16)
• fillet welded tube-to-transverse plate connections (FDOT 5.15.3)
• 4 bolt mast arm anchorage connections (FDOT 5.17)
• transverse plate thickness (FDOT 5.14.3)
  ◦ mast arm horizontal and upright 1.5 inches and greater
  ◦ high mast light pole and steel strain pole 2.0 inches and greater

All items listed above should be checked in situations where there is evidence of distress or instability, or where the Engineer has reason to believe the structural capacity is in doubt.

C C.1

Add the following:

By allowing an overstress factor of 1.4, consistent with previous editions of LTS, properly designed existing structures will be allowed to remain in place in accordance with the *PPM*. 
C.2 Wind Load

Delete the 2nd and 3rd sentence and add the following:

The design wind pressures shall be computed using the wind pressure formula, Eq. C-1, with the appropriate wind speed shown in FDOT Table C.2-1, Wind Speed by County.

C C.2

Add the following:
To simplify the design process, FDOT has designated one wind speed per county.
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VOLUME 3 - REVISION HISTORY

2.4.2.2 ........Revised first Paragraph and Figure 2.

2.4.2.5 ........Revised maximum length of Span Overhead Sign Structures from 250 to 220 feet.

3.8 ..............Clarified Commentary.

5.14.3 ..........Added criteria for mast arm signal structures, steel strain poles and high mast light poles.

5.17.2.4 .........Added new Section and associated Commentary.

5.17.3.1 .........Added new Section and Commentary.

5.17.3.3 .........Revised criteria and associated Commentary regarding the use of grout pads.

5.17.4.3 .........Replaced Section and associated Commentary.

5.19 ..........Added new Section

11.6 .............Added galloping requirement; Changed cross references; Deleted some Commentary.

13.6.1.1 .........Added "uncorrected" to definition of \( \omega_{fdot} \).

C.1 ..............Revised Section.