



Florida Department of Transportation

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MEMORANDUM

DATE: June 10, 2015

TO: Specification Review Distribution List

FROM: Daniel Scheer, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **7000202 Highway Signs.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Andre Pavlov of the State Structures Design Office to update the language for consistency with Department practice.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or online at <http://www2.dot.state.fl.us/ProgramManagement/Development/IndustryReview.aspx> . Comments received after **July 8, 2015**, may not be considered. Your input is encouraged.

DS/dt
Attachment

HIGHWAY SIGNING.

(REV ~~5-286-3-15~~)

SUBARTICLE 700-2.2.3 is deleted and the following substituted:

700-2.2.3 Installation: Install nuts on anchor bolts in accordance with Section 649 with the following exception. For cantilever overhead sign structures, after placement of the upright and prior to installation of the truss, adjust the leveling nuts beneath the base plate to achieve the back rake shown on the Camber Diagram. If the top surface of the base plate has a slope that exceeds 1:40, use beveled washers under the top nuts. For span overhead sign structures, install a screen around the base plate in accordance with 649-6. For cantilever overhead sign structures, install a structural grout pad in accordance with 649-7.

~~Use Install ASTM A325 bolt, nut and washer assemblies for all installations other than anchor bolts as follows. Use bolt, nut and washer assemblies that are free of rust and corrosion and are lubricated properly as demonstrated by being able to easily hand turn the nut on the bolt thread for its entire length. Tighten nuts to a snug-tight condition to bring the faying surfaces of the assembly into full contact which is referred to as snug-tight. Snug-tight is defined as the maximum nut rotation resulting from the full effort of one person using a 12 inch long wrench or equivalent. After bringing the faying surfaces of the assembly into full contact and to a snug-tight condition, tighten nuts to achieve the minimum torque as specified in Table 700-1 unless the connection is an alternate splice connection of a span sign structure, in which case, tighten nuts in accordance with Table 460-7.5, Nut Rotation from the Snug-Tight Condition, except that 460-5.4.2 Preparation of Faying Surfaces is not required. Maintain uniform contact pressure on the faying surfaces during snugging and the subsequent final tightening process by using a bolt tightening pattern that balances the clamping force of each bolt, as closely as possible, with the equal clamping force of a companion bolt. Within 24 hours after final tightening, the Engineer will witness a check of the minimum torque using a calibrated torque wrench for three bolts or a minimum of 10% of the bolts, whichever is greater, for each connection. However, do not perform this check on alternate splice connections of span sign structures.~~

Table 700-1

Bolt Diameter (inches)	Minimum Torque (ft.-lbs.)
3/8	15
1/2	37
5/8	74
3/4	120
7/8	190
1	275
1-1/8	375
1-1/4	525