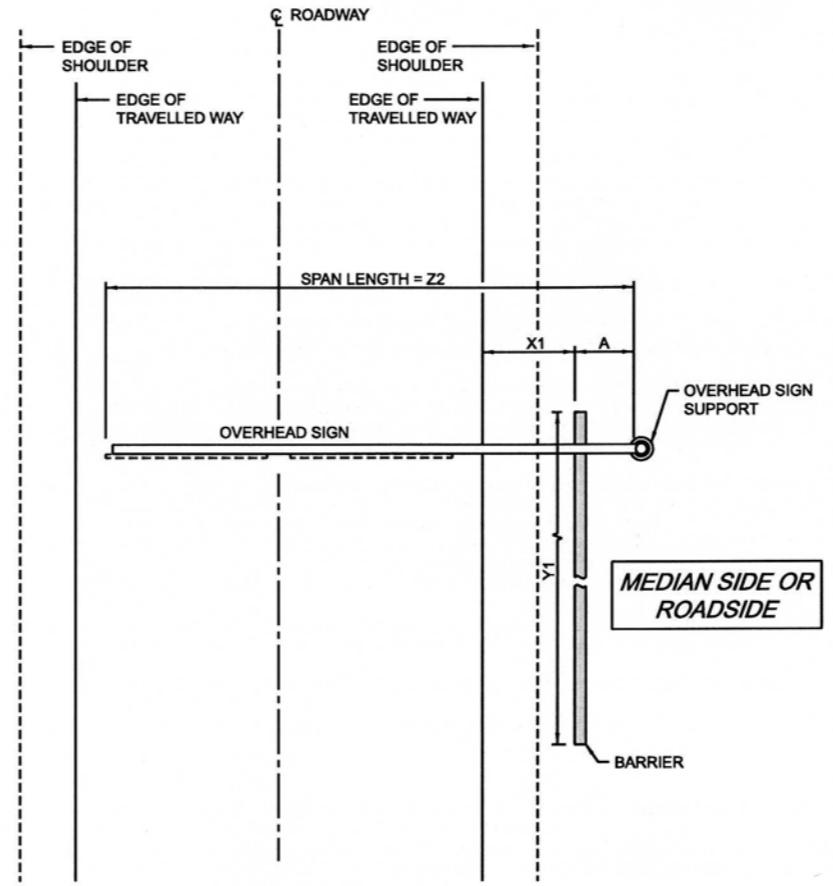
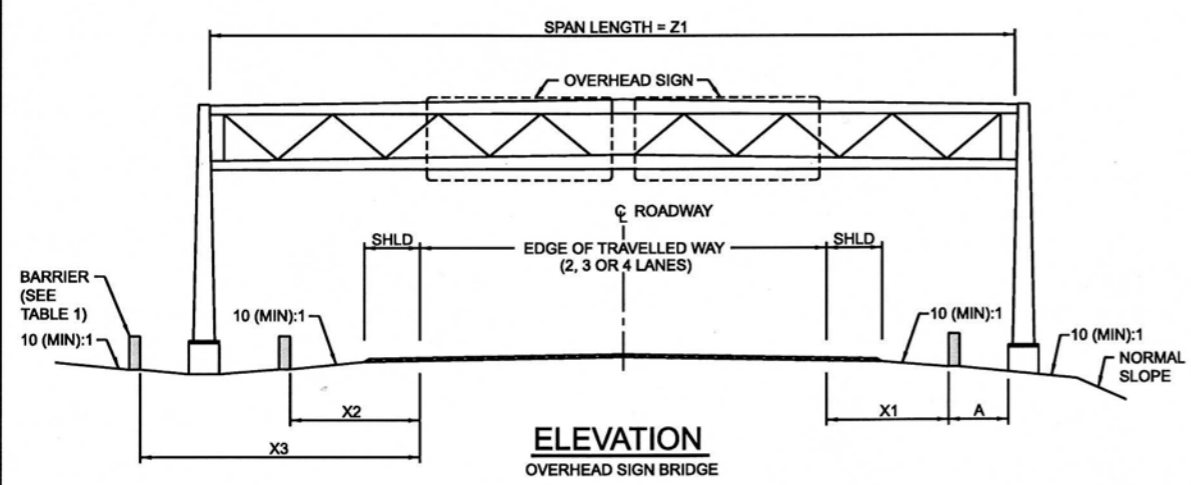


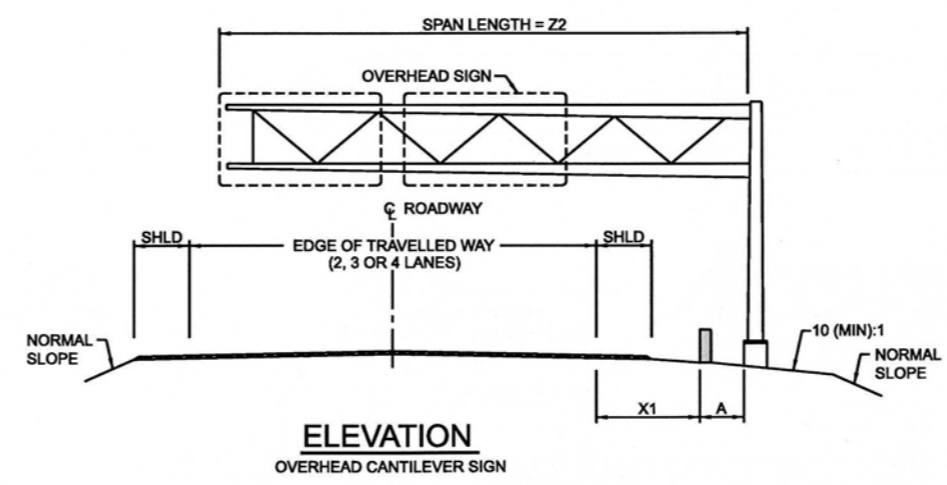
**PLAN VIEW**  
OVERHEAD SIGN BRIDGE



**PLAN VIEW**  
OVERHEAD CANTILEVER SIGN



**ELEVATION**  
OVERHEAD SIGN BRIDGE



**ELEVATION**  
OVERHEAD CANTILEVER SIGN

**NOTES:**

- APPLICABLE FOR URBAN AND RURAL CROSS SECTIONS
1. BASED ON BENEFIT/COST ANALYSIS WITH CONSIDERATIONS FOR COLLISION COSTS, CANTILEVER SIGN STRUCTURES ARE GENERALLY PREFERRED OVER OVERHEAD SIGN BRIDGE STRUCTURES, UP TO THE SPECIFIED MAXIMUM CANTILEVER SPAN LENGTH PROVIDED IN TABLES 2 AND 3.
  2. THE USE OF SAND BARRELS (SEE AIT STANDARD DRAWING TEB 3.19) IS RECOMMENDED WHEN OVERHEAD SIGN SUPPORTS ARE PLACED AT OR JUST BEYOND THE CLEAR ZONE LINE.
  3. OVERHEAD SIGN SUPPORTS LOCATED WITHIN THE CLEAR ZONE REQUIRE BARRIER PROTECTION.
  4. WHEN A BARRIER SYSTEM IS WARRANTED, THE THREE BEAM BULLNOSE BARRIER SYSTEM IS GENERALLY RECOMMENDED, PROVIDED THAT THERE IS SUFFICIENT SPACE IN THE MEDIAN OR SHOULDER FOR PROPER INSTALLATION. REFER TO RDG-B5.6 AND RDG-B5.7 FOR THREE BEAM BULLNOSE GENERAL LAYOUTS.
  5. ALTERNATE BARRIER SYSTEMS SHOWN IN TABLE 1 MAY BE USED IF PROVEN BY BENEFIT-COST ANALYSIS.
  6. BARRIERS SHALL BE LOCATED AT OR BEYOND THE RECOMMENDED SHY LINE OFFSET.
  7. THE SELECTED BARRIER SYSTEM SHALL BE INSTALLED AS PER THE APPLICABLE AIT STANDARD DRAWING(S).
  8. VARIANCES FROM TABLES 2 AND 3 MAY BE REQUIRED ON A SITE SPECIFIC BASIS TO ACCOMMODATE LIMITING FACTORS SUCH AS ROADSIDE OBSTACLES, ENCROACHING SIDESLOPES, AND ROAD CURVATURE. IN SUCH CASES, A SITE-SPECIFIC BENEFIT-COST ANALYSIS MAY BE REQUIRED TO DETERMINE THE OPTIMUM OVERHEAD SIGN SPAN AND BARRIER SYSTEM CONFIGURATION.
  9. THE LENGTH OF NEED (LON) SHOWN IN TABLES 2 AND 3 ARE BASED ON ALIGNING THE BARRIER PARALLEL TO THE ROADWAY. THE LON MAY BE REDUCED BY FLARING THE BARRIER. REFER TO THE DEPARTMENT'S ROADSIDE DESIGN GUIDE FOR MAXIMUM FLARE RATES.
  10. SUPPORTS FOR CANTILEVER SIGNS IN URBAN AREAS WITH NARROW MEDIANS WITH CONTINUOUS MEDIAN CONCRETE BARRIER ARE GENERALLY PREFERRED IF PLACED ON THE CONCRETE MEDIAN BARRIER AS OPPOSED TO THE SUPPORT BEING LOCATED ON THE ROADSIDE.
  11. SUPPORTS FOR CANTILEVER SIGNS IN RURAL AND URBAN AREAS IN WIDER MEDIANS (WITHOUT CONTINUOUS CONCRETE MEDIAN BARRIER) ARE MORE ECONOMICAL IF PLACED ON THE ROADSIDE.
  12. THE MINIMUM SETBACK DISTANCE "A" PROVIDES ALLOWANCE FOR THE MAXIMUM DYNAMIC DEFLECTION OF THE BARRIER.
  13. REFER TO SECTION H.5.4.4 FOR ZONE OF INTRUSION CONSIDERATIONS.

**ASSUMPTIONS**

1. CLEAR ZONE DISTANCES USED IN THE DEVELOPMENT OF THIS STANDARD DRAWING WERE BASED ON THE ASSUMPTION OF FILL SIDE SLOPES OF 6:1 OR FLATTER.
2. TRAFFIC VOLUMES USED FOR BENEFIT-COST ANALYSIS IN THE DEVELOPMENT OF THIS STANDARD DRAWING WERE ASSUMED TO BE 10 000 VPD, 30 000 VPD, AND 50 000 VPD FOR 4-LANE, 6-LANE, AND 8-LANE DIVIDED HIGHWAYS, RESPECTIVELY.
3. COLLISION COSTS FOR BENEFIT-COST ANALYSIS WERE OBTAINED USING THE COMPUTER PROGRAM RSAP (ROADSIDE SAFETY ANALYSIS PROGRAM).

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No.	REVISIONS	BY	DATE

Approved: *Allan Stewart*  
Executive Director,  
Technical Standards Branch

Date: NOVEMBER, 2007

**Alberta**  
INFRASTRUCTURE AND  
TRANSPORTATION

**PLACEMENT AND PROTECTION  
OF OVERHEAD SIGN SUPPORTS  
FOR DIVIDED ROADS  
SHEET 1 OF 2**

Prepared By: MO	Checked By: WS	Scale:	Dwg No.: RDG-B7.4
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ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED.