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2009 AASHTO LTS-5 specification 3-second gust basic wind speeds mph) with gust effect factor (G) of 1.14 and 25 year design life wind map (ASCE 7-05) is shown above. This wind map should be used to determine wind velocity for your specific location. If you are located between two different velocity isotach lines, the higher velocity should be used.

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2009 AASHTO LTS-5 specification 3-second gust basic wind speeds (mph) with gust effect factor (G) of 1.14 and 25 year design life wind map (ASCE 7-05) is shown above. This wind map should be used to determine wind velocity for your specific location. If you are located between two different velocity isotach lines, the higher velocity should be used.

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units convenient for LTS design. The algebraic form of these equations is somewhat different ; however, the behavior is similar as illustrated in Figure C3.8.7-1 and C3.8.7-1 and C3.8.7-2 where different shapes and equations are shown. The typical extreme event wind speed is 105 mph or greater.

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z = AASHTO LTS Eq. 3.8.4-1 Height and Exposure Factor for Pole K z = AASHTO LTS Eq. 3.8.4-1 Directionality Factor K d = AASHTO LTS 3.8.5 Gust Effect Factor G = AASHTO LTS 3.8.6 Velocity Conversion Factor - Ext Event C v-Ext = AASHTO LTS 3.8.7 C v V d = C v V ø pole-avg = Velocity Conversion Factor C v = AASHTO LTS 3.8.7 C v V d = C v V ø pole ...

~~APPENDIX A EXAMPLE 10 - SIGN STRUCTURE FOUNDATION DESIGN~~

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2009 AASHTO LTS-5 specification 3-second gust basic wind speeds mph) with gust effect factor (G) of 1.14 and 25 year design life wind map (ASCE 7-05) is shown above. This wind map should be used to determine wind velocity for your specific location.

~~2009 AASHTO Wind Map - Efficient Power Tech~~

(LTS-6) AASHTO has issued an errata that includes technical revisions to the Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, Sixth Edition. To ensure that your editions are accurate and current, we are providing you with the attached summ ary of the

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AASHTO LTS- 6 strength and fatigue criteria, using these criteria and methods to study and evaluate the Maryland Department of Transportation’s State Highway Administration sign structure database and taking samples from the selected categories. The research developed a methodology for analyzing sampled sign

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