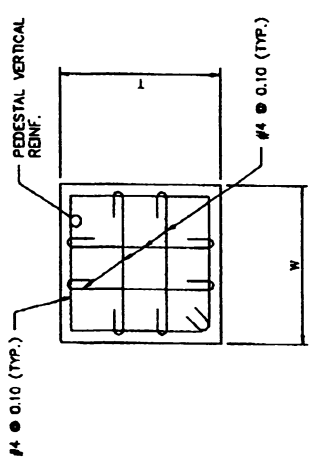
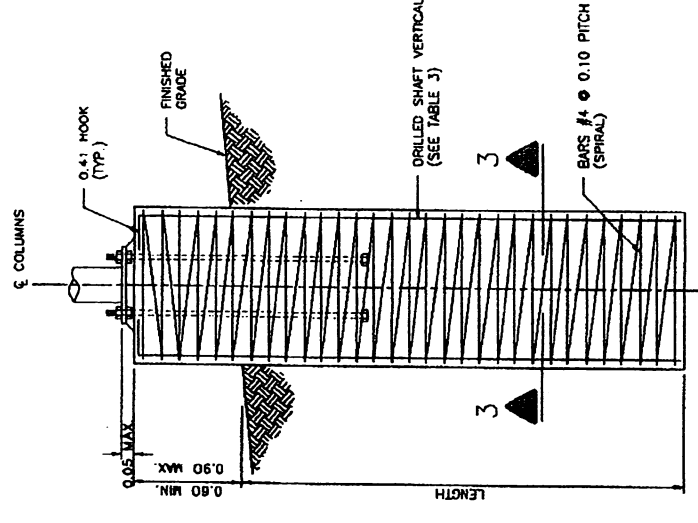


**PLAN**

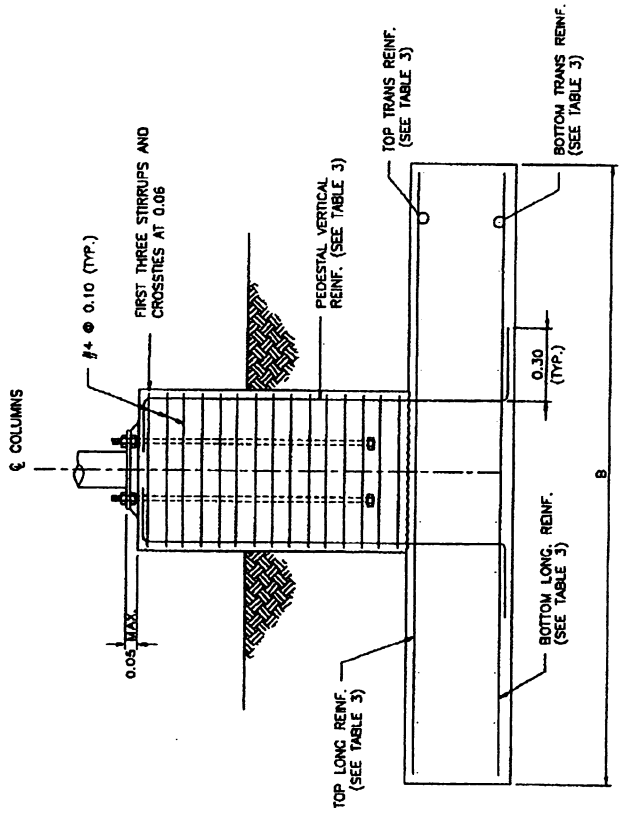
**NOTE:**  
FOOTING TO BE PLACED WITH LONGEST SIDE PARALLEL TO ROADWAY.



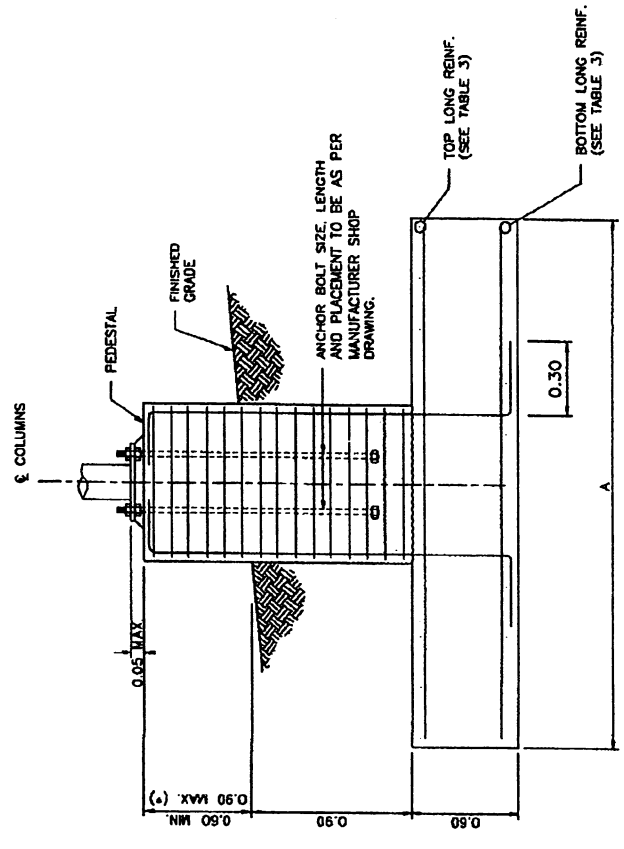
**TYPICAL PEDESTAL SECTION**



**ELEVATION**



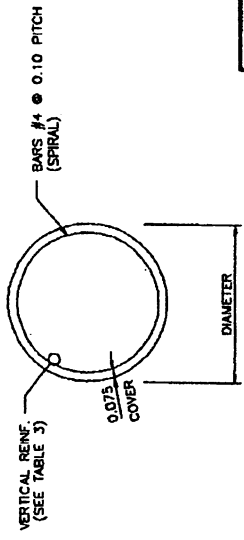
**SECTION 1-1**



**SECTION 2-2**

(\*) SPECIAL DESIGN FOR GREATER DEPTH

**SPREAD FOOTING**



**SECTION 3-3**

**DRILLED SHAFT**

**TABLE 3**

TYPE	OVERHEAD BALANCE CANTILEVER														
	SPREAD FOOTING				DRILLED SHAFT				DRILLED SHAFT						
	PEDESTAL SIZE	PEDESTAL VERTICAL REINF.	FOOTING DIMENSION	TOP REINF.	BOTTOM REINF.	VERTICAL REINF.	DIAM.	LENGTH	PEDESTAL VERTICAL REINF.	FOOTING DIMENSION	TOP REINF.	BOTTOM REINF.			
II-A	0.90	24	#6	1.80	5.75	10	#4	20	#4	10	#6	12	#8	0.90	5.3
II-B	0.90	24	#6	1.80	5.75	10	#4	20	#4	10	#6	12	#8	0.90	5.3

**GENERAL NOTES:**

**DESIGN REFERENCES:**

1. ASHTO - STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGN, LUMINAIRES AND TRAFFIC SIGNALS - SECOND DRAFT, MAY 1998, OR LATER DRAFTS, OF SAID SPECIFICATION
2. ASHTO - STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

**DESIGN LOADS:**

1. WIND - 125 M.P.H.
2. ALLOWABLE BEARING PRESSURE 2000 P.S.F.
3. INTERNAL FRICTION ANGLE  $\phi = 22^\circ$

**MATERIALS:**

1. CONCRETE: CLASS A -  $f'_c = 3,000$  psi
2. STEEL: HIGH STREEL ASHTO M31 (ASTM A615) GRADE 60.

**CONCRETE COVER:**

1. FOOTING  
TOP & SIDES 0.075
2. DRILLED SHAFT  
BOIT & SIDES 0.075
3. PEDESTAL  
TOP 0.05  
SIDES 0.075

**MISCELLANEOUS:**

1. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 0.025 WHETHER OR NOT SUCH CHAMFERS ARE SHOWN ON THE PLAN DETAILS.
2. PRIOR TO ERECTION OF THE POST, THE BACKFILL MATERIAL SHALL BE IN PLACE.

**NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF ANCHOR BOLTS, THEIR NUMBERS AND LENGTHS OF ANCHORING IN CONFORMANCE WITH THE ASHTO DOCUMENTS AND DESIGN LOADS INCORPORATED IN THE GENERAL NOTES.
2. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING UNDERGROUND OBSTRUCTIONS TO THE CONSTRUCTION OF THE OVERHEAD FOOTING BY MEANS OF TEST PITS, REMOTE SENSING OR ANY OTHER METHOD SELECTED BY THE CONTRACTOR. IF OBSTRUCTIONS ARE DETECTED, THE CONTRACTOR SHALL AVOID THEM BY USING THE DRILLED SHAFT FOOTING OR RELOCATING THE SIGN STRUCTURE WITH THE CONSENT OF THE ENGINEER. THE EXPLORATION FOR THE UNDERGROUND OBSTRUCTIONS AND RELOCATION STRUCTURES ARE A SUBSIDIARY OBLIGATION OF THE CONTRACTOR.
3. ON CAST IN PLACE DRILLED SHAFTS, THE CONCRETE SHALL BE POURED AGAINST UNDISTURBED SOIL.
4. THE CONTRACTOR MAY ELECT TO CONSTRUCT A SPREAD FOOTING OR DRILLED SHAFT FOOTING PROVIDED THEY DO NOT CONFLICT WITH UNDERGROUND OBSTRUCTIONS, MAINTENANCE OF TRAFFIC CONSIDERATIONS, ROCK LAYER OR ANY OTHER SITE CONSTRAINTS. IF SITE CONSTRAINTS PREVENT THE USE OF A TYPE OF FOOTING, THE CONTRACTOR SHALL DESIGN AND CONSTRUCT A MODIFIED FOOTING SUITABLE TO THE SITE AS A SUBSIDIARY OBLIGATION AND SUBJECT TO THE APPROVAL OF THE AUTHORITY.
5. WHEN THE METAL OVERHEAD SIGN STRUCTURE SELECTED BY THE CONTRACTOR DOES NOT FIT THE GEOMETRY OF THE SPREAD FOOTING OR DRILLED SHAFT, IT WILL BE THE CONTRACTOR RESPONSIBILITY TO SUBMIT SHOP DRAWINGS TO THE ENGINEER MAKING THE NECESSARY ADJUSTMENTS TO THE PROPOSED FOOTING.
6. THE CONTRACTOR MAY ELECT TO PROVIDE PRECAST SPREAD FOOTINGS OR DRILLED SHAFTS IDENTICAL TO THE ONES SHOWN, IF THE PRECAST OPTION IS USED, ALL BACKFILL WILL BE MADE WITH CLEAN SAND.

EFFECTIVE DATE: JULY 2000

COMMONWEALTH OF PUERTO RICO  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC WORKS  
HIGHWAY AND TRANSPORTATION AUTHORITY

OVERHEAD SIGNS  
FOUNDATION FOR  
BALANCED CANTILEVER  
TYPE

DATE	REVISION	BY
05-2000	GENERAL REVISION	IV

STD. OHTS  
DWG. 11 OF 20

RECOMMENDED BY:  
DEPUTY EXEC. DIR. FOR  
TRAFFIC AND TOLL ROADS  
DATE: 12-1-00

APPROVED BY:  
EXECUTIVE DIRECTOR  
DATE: 12-1-00