

GENERAL NOTES:

DESIGN REFERENCES:

1. ASHTO - STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGN COLUMNS MAY BE REFERRED TO FOR 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: REINFORCING STEEL ASHTO M31 (ASTM A615) GRADE 60.

CONCRETE CURES:

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

MISCELLANEOUS:

1. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 0.075 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, NUMBER, SPACING, 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'S 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

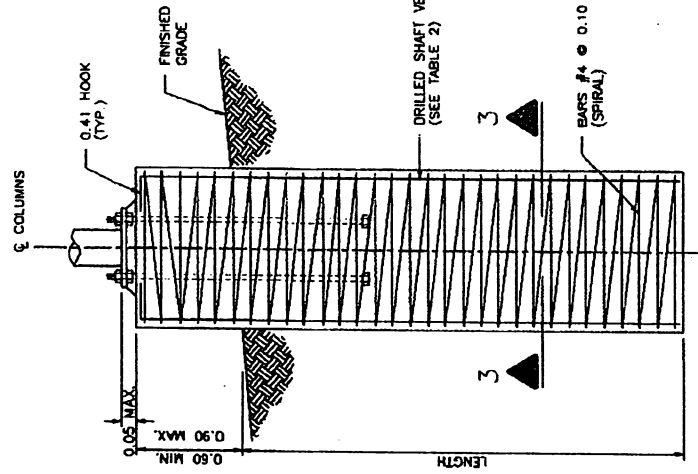
COMMONWEALTH OF PUERTO RICO
DEPARTMENT OF TRANSPORTATION
AND PUBLIC WORKS
HIGHWAY AND TRANSPORTATION AUTHORITY

RECOMMENDED BY:
DEPUTY EXC. DIR. FOR TRAFFIC AND TOLL ROADS
DATE: 10-1-08

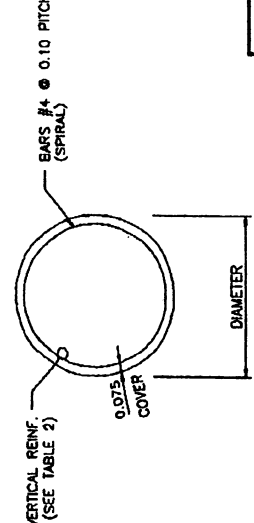
APPROVED BY:
EXECUTIVE DIRECTOR
DATE: 10-1-08

DATE: 05-2000
BY: GENERAL REVISION
OHTS DWG. 10 OF 20

OVERHEAD SIGNS
FOUNDATION FOR
CANTILEVER TYPE

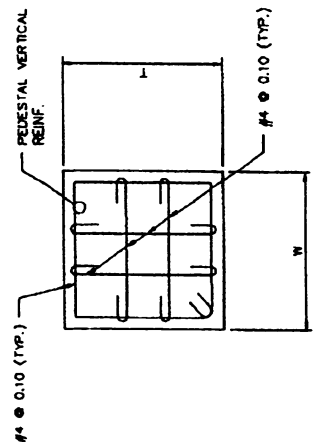


ELEVATION

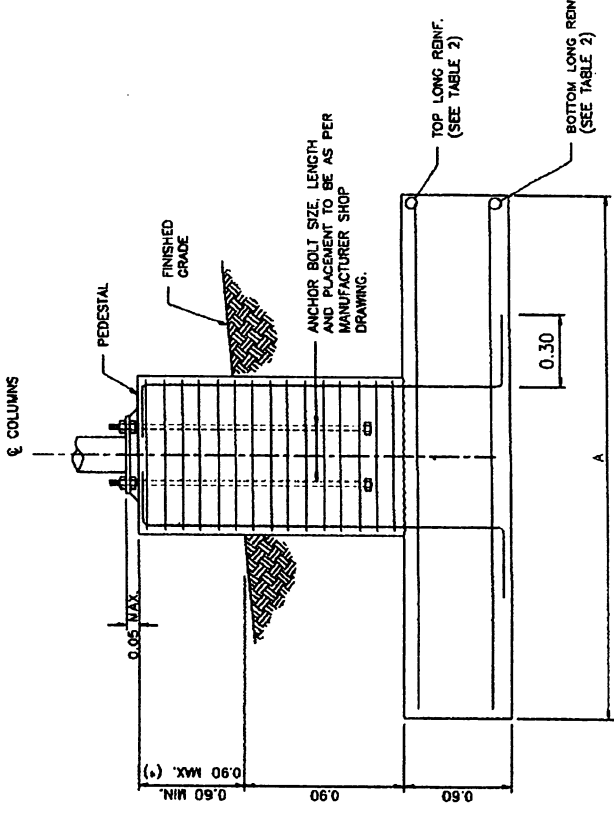


SECTION 3-3

DRILLED SHAFT

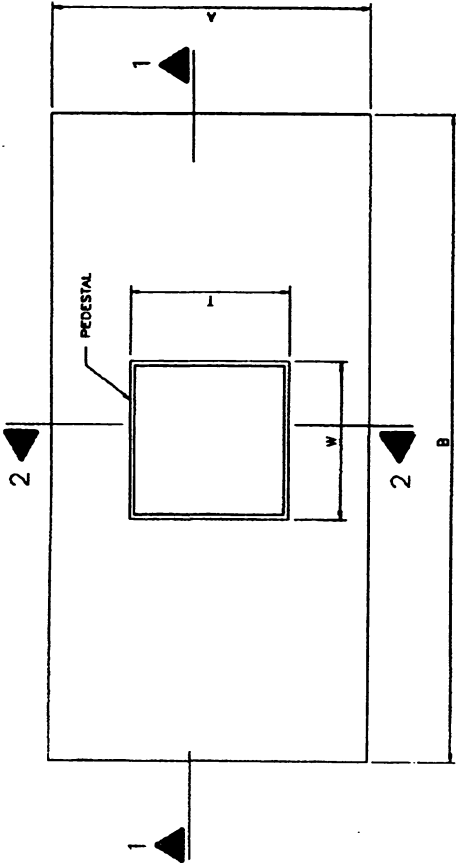


TYPICAL PEDESTAL SECTION



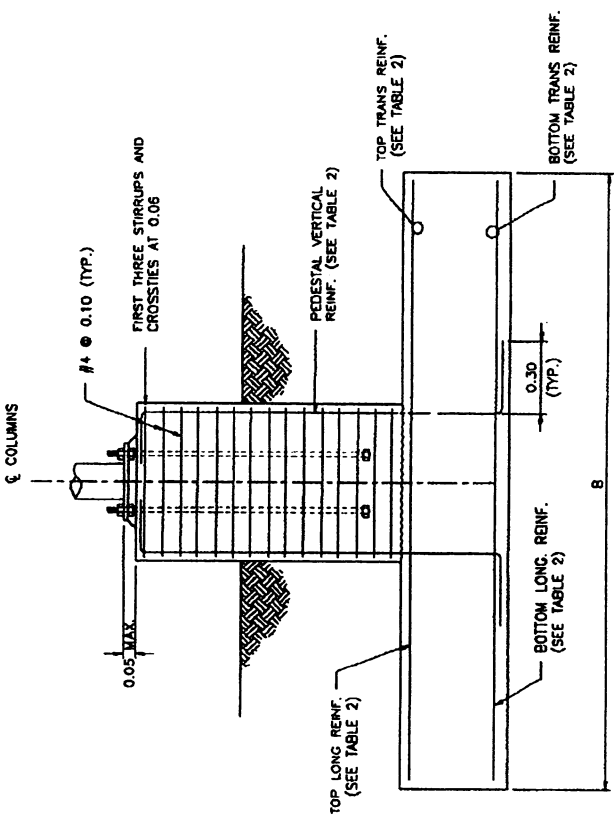
SECTION 2-2

SPECIAL DESIGN FOR GREATER DEPTH



PLAN

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



SECTION 1-1

SPREAD FOOTING

TABLE 2

TYPE	PEDESTAL SIZE		SPREAD FOOTING						DRILLED SHAFT							
	T	W	PEDESTAL VERTICAL REINF.		FOOTING DIMENSION		TOP REINF.		BOTTOM REINF.		VERTICAL REINF.	DIA.	LENGTH			
			No.	Bar	A	B	LONG	TRANS.	LONG	TRANS.						
1-A	0.90	0.90	24	#6	1.80	4.00	6	#4	14	#4	10	#6	12	#8	0.90	4.0
1-B	0.90	0.90	24	#6	1.80	4.00	6	#4	14	#4	10	#6	12	#8	0.90	4.0
1-C	0.90	0.90	24	#7	1.80	5.75	10	#4	20	#4	10	#6	12	#8	0.90	5.3
1-D	1.10	1.10	24	#7	1.80	5.75	10	#4	20	#4	10	#6	12	#8	0.90	5.3