

**GENERAL NOTES - OVERHEAD TRAFFIC SIGNS**

**CONSTRUCTION SPECIFICATIONS:** CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT, STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES. LATEST EDITION EXCEPT AS SUPPLEMENTED OR AMENDED BY THE PLANS, SUPPLEMENTAL SPECIFICATIONS AND/OR SPECIAL PROVISIONS.

**DESIGN SPECIFICATIONS:** AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS, 2001 AND INTERM SPECIFICATIONS UP TO 2006.

**STEEL:** MISCELLANEOUS STEEL SHALL CONFORM TO A.S.T.M. A-709, GRADE 36. STEEL TUBING FOR TRUSS AND POST MEMBERS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF COLD-FORMED TUBING (A-500) GRADE "B" OR "C" (FY=42 KSI MIN.) UNLESS OTHERWISE NOTED.

**ALUMINUM:** ALL ALUMINUM EXCEPT SIGN PANELS SHALL CONFORM TO ASTM B-221, B-308, OR B-429 ALLOY 6061-T6 UNLESS OTHERWISE NOTED. SIGN PANELS SHALL BE .080" THICK ALUMINUM CONFORMING TO ASTM B-209 ALLOY 5052-H38 OR 6061-T6.

**CONCRETE AND REINFORCING STEEL:** CONCRETE USED IN FOOTINGS FOR OVERHEAD SIGN TRUSSES AND OVERHEAD CANTILEVER TRUSSES SHALL BE CLASS A1. CONCRETE FOR DRILLED SHAFTS SHALL BE CLASS "S". ALL OTHER CONCRETE MAY BE CLASS "M". DIMENSIONS RELATING TO REINFORCING STEEL FABRICATION ARE OUT TO OUT OF BAR UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO REINFORCING STEEL SPACING ARE CENTER TO CENTER OF BAR OR FACE OF CONCRETE TO CENTERLINE OF BAR. REINFORCING STEEL SHALL HAVE A MINIMUM COVERING OF 2" EXCEPT WHEN CONCRETE IS CAST AGAINST THE EARTH THEN THE COVERING WILL BE 3". ALL REINFORCING STEEL SHALL BE GRADE 60. THE FIRST DIGIT OF REINFORCING BAR NUMBER INDICATES THE BAR SIZE. THE TOP EDGES OF THE FOOTING SHALL BE CHAMFERED 3/4".

**CONCRETE FINISH:** ALL PORTIONS OF THE FOOTINGS FOR CANTILEVERS AND TRUSSES ABOVE GROUNDLINE SHALL HAVE A FINISH IN ACCORDANCE WITH THE SPECIFICATIONS.

**WELDING:** ALL WELDING SHALL CONFORM TO THE LA. STANDARD SPECIFICATIONS-SECTION 809 AND SUPPLEMENTAL SPECIFICATIONS. WELDING OF GALVANIZED MEMBERS SHALL NOT BE ALLOWED WITHOUT THE PRIOR, WRITTEN APPROVAL OF THE FABRICATION ENGINEER.

**NON-DESTRUCTIVE TESTING:** ALL WELDS SHALL BE VISUALLY INSPECTED. MAGNETIC PARTICLE TESTING IS REQUIRED ON NOT LESS THAN 10% OF THE WELDS ON THE TRUSSES AND THEIR SUPPORT STRUCTURES.

**SHOP DRAWINGS:** SHOP DRAWINGS ARE REQUIRED FOR ALL OVERHEAD TRUSS, OVERHEAD CANTILEVER, FASCIA, AND ANY STRUCTURE MOUNTED SIGNS. SHOP DRAWINGS ARE NOT REQUIRED FOR EXTRUDED SIGN PANELS, UNLESS FABRICATOR INTENDS TO DEVIATE FROM THE DETAILS HEREIN. CONTRACTOR SHALL NOT INITIATE FABRICATION OF SIGNS OR SUPPORT STRUCTURES UNTIL ALL SHOP DRAWINGS ARE APPROVED BY THE ENGINEER.

**GALVANIZING:** ALL STRUCTURAL STEEL AND MISCELLANEOUS STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-123. THICKNESS OF GALVANIZING SHALL PROVIDE A MINIMUM 20 YEAR PROTECTION. PROPER VENTING PRACTICES SHALL BE USED AND DETAILED ON THE SHOP DRAWINGS. DAMAGE TO GALVANIZED SURFACES THAT ARE NOT TO BE ENCASED IN CONCRETE SHALL BE REPAIRED IN ACCORDANCE WITH LA. STANDARD SPECIFICATIONS SUBSECTION 811.08. ALL BOLTS, NUTS, WASHERS, AND MISC. HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-153. ALL FIELD HOLES IN GALVANIZED MATERIAL SHALL BE TREATED WITH A COLD GALVANIZING COMPOUND FROM THE A.M.L.

**BOLTS:** UNLESS NOTED, ALL THREADED CONNECTIONS SHALL INCORPORATE A LOCKING DEVICE AND HAVE A MINIMUM OF 3 THREADS BEYOND THE NUTS. ALL BOLTS SHALL BE HIGH STRENGTH BOLTS, A.S.T.M. A-325, UNLESS OTHERWISE NOTED. STAINLESS STEEL FOR BOLTS SHALL CONFORM TO A.S.T.M. DESIGNATION A-320 B8, CLASS 2 TYPE 304, OR A-193 B8, CLASS 2 TYPE 304, UNLESS OTHERWISE NOTED. STAINLESS STEEL NUTS SHALL CONFORM TO A.S.T.M. DESIGNATION A-194, GRADE 8, TYPE 304. ALUMINUM BOLTS SHALL CONFORM TO A.S.T.M. F-468 ALLOY 2024-T4 AND NUTS ARE A.S.T.M. F-467 ALLOY 6061-T6 OR 6262-T9. WHERE BOLTS ARE USED ON BEVELED SURFACES, BEVELED WASHERS SHALL BE PROVIDED TO GIVE FULL BEARING TO THE HEAD AND/OR THE NUT.

**D.T.I. WASHERS:** DIRECT TENSION INDICATING (D.T.I.) WASHERS SHALL BE USED ON ALL BOLTS WHERE TENSION VERIFICATION IS REQUIRED.

**ANCHOR BOLTS:** ANCHOR BOLTS SHALL CONFORM TO AASHTO M314, GRADE 55 (OR APPROVED EQUAL) AND BE HOT DIP GALVANIZED TO A.S.T.M. A-123. ANCHOR BOLT NUTS TO BE TIGHTENED A MINIMUM ROTATION OF 240° (2/3 TURNS) FROM THE SNUG TIGHT CONDITION. UNLESS OTHERWISE NOTED, ALL THREADED CONNECTIONS SHALL INCORPORATE A LOCKING DEVICE AND HAVE A MINIMUM OF 3 THREADS BEYOND THE NUTS.

**RIVETS:** ALL RIVETS SHALL BE 1/4" DIAMETER BLIND RIVETS WITH POSITIVE MANDREL RETENTION. THE RIVET BODY AND MANDREL SHALL BE ALUMINUM WITH A 1/2" MAXIMUM DIAMETER DOME HEAD. THE RIVETS SHALL HAVE A MINIMUM ULTIMATE TENSILE STRENGTH = 875 LBS., AND CONFORM TO ASTM B-316 5056-H32.

**SIGN SHEETING:** UNLESS OTHERWISE NOTED, ALL SIGN MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 1015 IN THE STANDARD SPECIFICATIONS. IN ORDER TO OBTAIN AN ACCEPTABLE COLOR MATCH BETWEEN MULTIPLE PANELS ON A GUIDE SIGN, ALL OF THE BACKGROUND SHEETING FOR ANY GUIDE SIGN SHALL BE THE MINIMUM WIDTH OF THE LARGEST PANEL AND SHALL COME FROM THE SAME LOT OR RUN NUMBER FROM THE SHEETING MANUFACTURER UNLESS OTHERWISE APPROVED IN WRITING. RETRO-REFLECTIVE SHEETING SHALL BE APPLIED TO PANELS IN SUCH A MANNER THAT THERE ARE NO HORIZONTAL SPLICES.

**MISCELLANEOUS:** THE CONTRACTOR SHALL MARK THE DATE OF FABRICATION, SHEETING MANUFACTURER CODE, AND SIZE OF SIGN ON THE BACK OF EACH SIGN WITH AN APPROVED WEATHER RESISTANT PAINT STICK. SEE DETAIL "A", SHEET NO. 3 OF 15.

ALL DIMENSIONS REQUIRED FOR SATISFACTORY INSTALLATION SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE FABRICATION. ADJUSTMENTS SHALL BE MADE AS DIRECTED BY THE ENGINEER.

ALL ALUMINUM SURFACES PLACED IN CONTACT WITH, OR FASTENED TO UNGALVANIZED STEEL MEMBERS SHALL BE THOROUGHLY COATED WITH AN APPROVED ALUMINUM IMPREGNATED CAULKING COMPOUND.

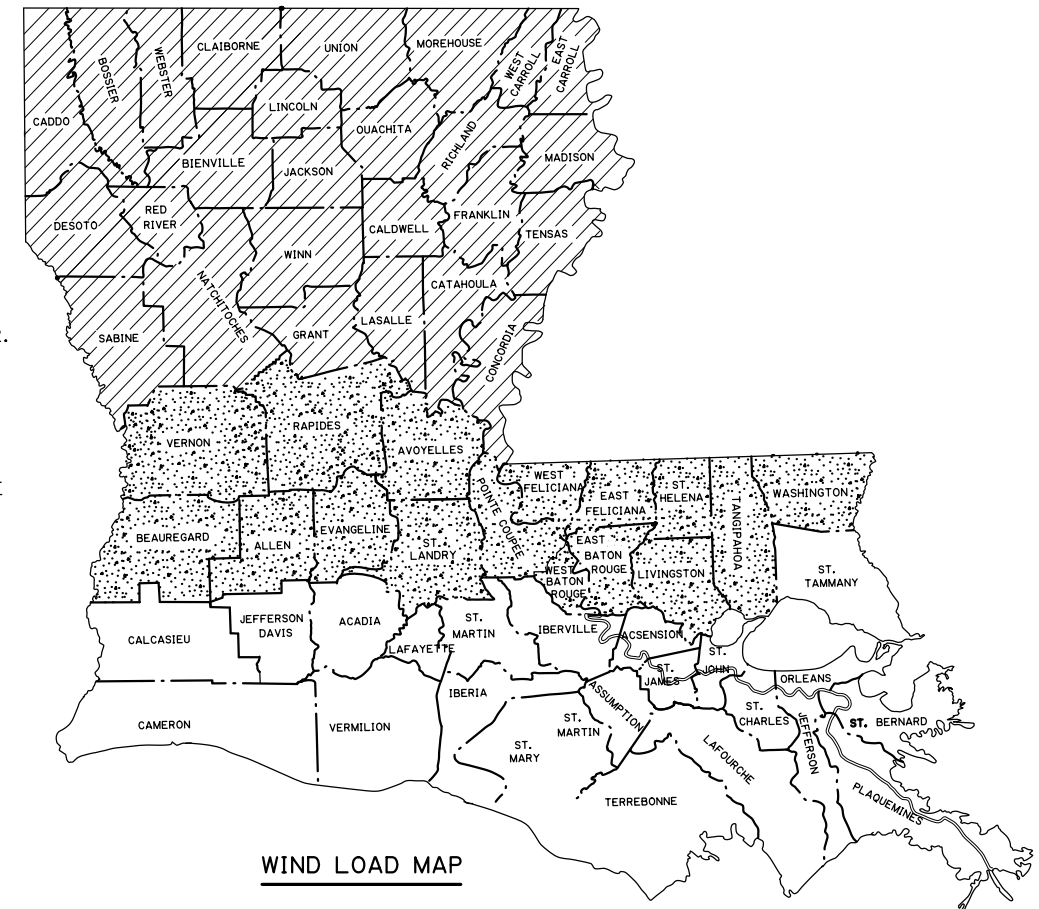
BEFORE SHIPPING A TRUSS, IT SHALL BE ASSEMBLED IN THE SHOP WITH ALL BOLTS IN PLACE. THE DISTANCE BETWEEN CENTER LINES OF BASE PLATES SHALL BE MEASURED AND CHECKED AGAINST FIELD MEASUREMENTS OF THE COLUMN SUPPORT SYSTEM PRIOR TO SHIPMENT.

IN GENERAL, A STRUCTURE MOUNTED OVERHEAD SIGN SUPPORT SHOULD BE PLACED IN A LOW MOMENT AREA OF THE STRUCTURAL SPAN. THE IDEAL LOCATION IS WITHIN THE END 1/3 OF THE SPAN LENGTH FOR A SIMPLE SPAN STRUCTURE AND NEAR THE POINT OF CONTRAFLEXURE FOR A CONTINUOUS SPAN STRUCTURE. FOR OVERHEAD MOUNTED TYPE SIGNS, THE VERTICAL SUPPORT MEMBERS SHALL BE REPLACED WITH ONE PIECE FULL HEIGHT VERTICAL SUPPORT MEMBERS.

USE OF SECTIONS PROVIDING EQUAL OR GREATER STRENGTH THAN THE MEMBERS DESIGNATED BY THE PLANS SHALL BE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.

**TREE TRIMMING:** THE CONTRACTOR SHALL BE RESPONSIBLE FOR MISCELLANEOUS BRUSH AND TREE TRIMMING TO ALLOW FOR FULL SIGN PRESENTATION AS DIRECTED BY THE PROJECT ENGINEER.

**GUARD RAIL REQUIREMENTS:** A SITE SPECIFIC GUARD RAIL LAYOUT DETAIL SHALL BE PROVIDED FOR EACH GROUND MOUNTED SIGN TRUSS AND CANTILEVER. SEE GUARD RAIL STANDARD PLANS FOR ALL DESIGN CRITERIA AND DETAILS.



**WIND LOAD MAP**

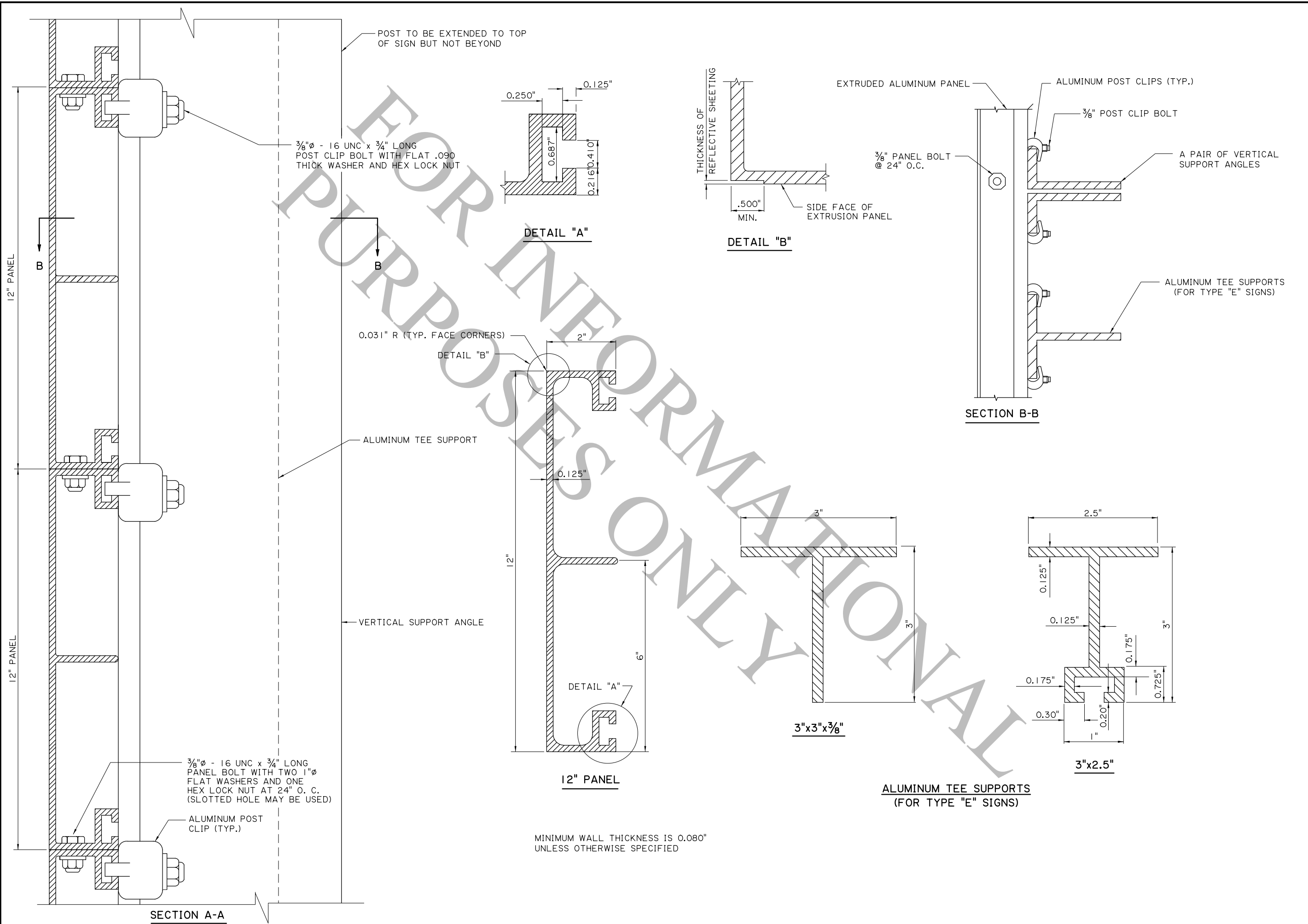
WIND LOAD MAP LEGEND		
SYMBOL	ZONE	DESIGN WIND VELOCITY (MPH)
	1	90
	2	110
	3	130

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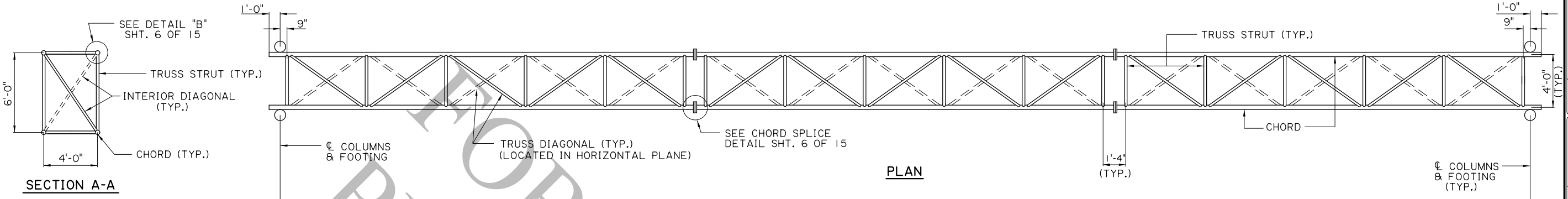
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN CHECK	K. BRAUNER	CHECK	P. FOSSIER	DETAIL CHECK	K. BRAUNER	REVIEW	C. GAUDRY
						SERIES # 1 OF 15	
APPROVED BY CHIEF ENGINEER:						DATE: 8/25/2025	
						REVISION OR CHANGE ORDER DESCRIPTION	
						DATE	
						NO.	
						BY	
						TS-OH	
<b>OVERHEAD TRAFFIC SIGNS</b>		<b>WIND LOAD MAP &amp; GENERAL NOTES</b>					
<b>DOTD</b>		<b>LOUISIANA DEPARTMENT OF TRANSPORTATION &amp; DEVELOPMENT</b>					
STANDARD PLAN							



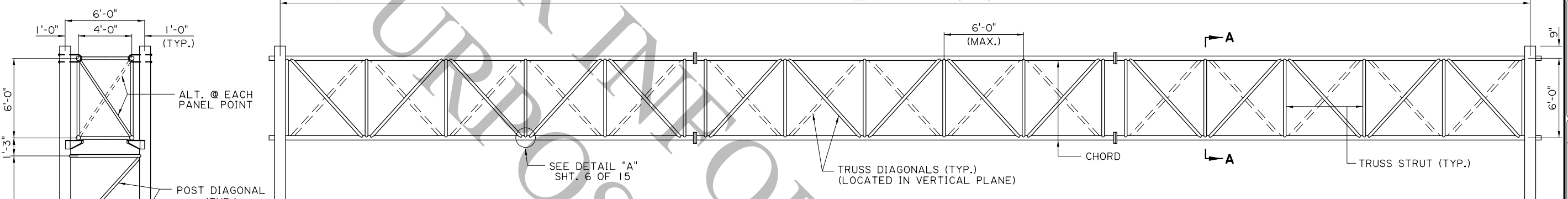




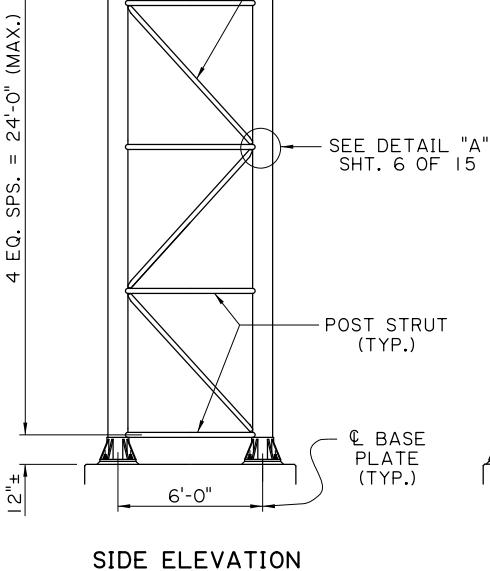
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	K. BRAUNER	CHECK	P. FOSSIER	DETAIL	I. KORLOVA	CHECK	K. BRAUNER
APPROVED BY CHIEF ENGINEER:	[Signature]		REVIEW	C. GAUDRY	SERIES #	4 OF 15	DATE:
NO.		DATE		REVISION OR CHANGE ORDER DESCRIPTION		BY	
OVERHEAD TRAFFIC SIGNS		EXTRUDED ALUMINUM PANELS		TS-OH		STANDARD PLAN	
DOTD		LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT		8/25/2025		8/21/2025	



SECTION A-A

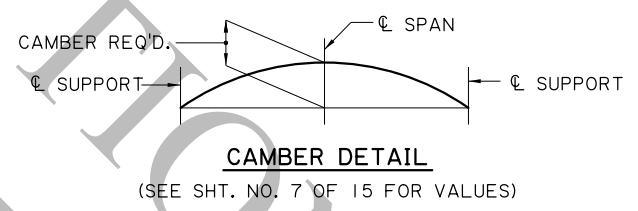


ELEVATION

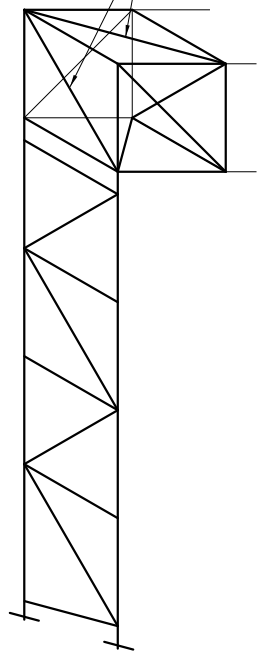


SIDE ELEVATION

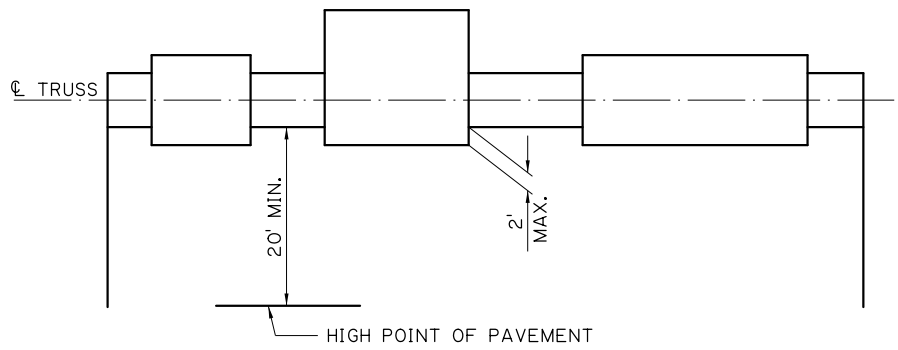
ARRANGEMENT OF TRUSS SECTIONS		
SPAN LENGTH UP TO	TRUSS SECTIONS & NO. OF PANELS	ALTERNATE METHOD
60'-0"	2 @ 5	1 @ 10
66'-0"	1 @ 4 & 1 @ 7	1 @ 5 & 1 @ 6
72'-0"	3 @ 4	
78'-0"	2 @ 4 & 1 @ 5	
84'-0"	2 @ 5 & 1 @ 4	2 @ 4 & 1 @ 6
90'-0"	3 @ 5	2 @ 4 & 1 @ 7
96'-0"	2 @ 5 & 1 @ 6	
102'-0"	2 @ 5 & 1 @ 7	
108'-0"	3 @ 6	2 @ 7 & 1 @ 4
114'-0"	2 @ 6 & 1 @ 7	2 @ 7 & 1 @ 5
120'-0"	2 @ 7 & 1 @ 6	2 @ 6 & 1 @ 8



FABRICATION SHALL PLACE THESE TWO DIAGONALS TOWARD THE SAME CORNER



ISOMETRIC OF COLUMN



LOCATION OF TRUSS AND SIGNS

NOTES:

ALL TRUSS AND POST MEMBERS SHALL BE STEEL AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123. STEEL FOR ANCHOR BOLTS SHALL HAVE MIN. Fy = 55 ksi AND SHALL BE GALVANIZED. ALL MISCELLANEOUS STEEL SHALL BE A-36 AND GALVANIZED AS PER ASTM A-123. ALL EXPOSED ENDS OF PIPE SHALL BE SEALED WITH EITHER A 1/4" PLATE, (MINIMUM THICKNESS WELDED AND GROUND SMOOTH) OR A FRICTION CAP. (SEE SHT. NO. 6 OF 15 FOR DETAILS).

GRINDING OF WELD ON SEAMED PIPE WILL NOT BE REQUIRED, HOWEVER, GOOD SHOP PRACTICES WILL BE FOLLOWED IN THE APPEARANCE OF THE WELD. FOR TRUSS MEMBER SIZES NOT SHOWN, SEE TRUSS DESIGN AND FOOTING DETAIL SHEET.

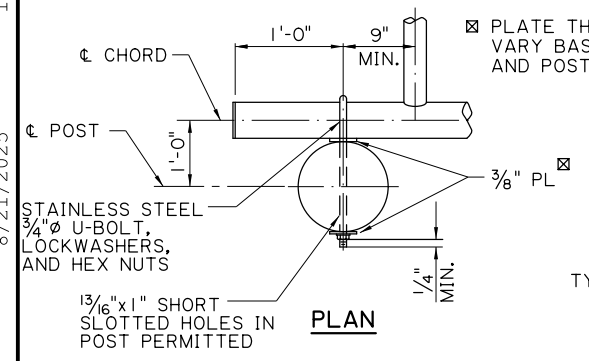
METHOD OF TRANSPORTATION OF TRUSS FROM POINT OF FABRICATION TO ERECTION LOCATION SHALL SUPPORT THE TRUSS AND NOT UTILIZE THE TRUSS TO CARRY LOAD.

THIS SHEET TO BE USED WITH THE OVERHEAD TRUSS DESIGN TABLES AND THE WIND LOAD MAP AND GENERAL NOTES SHEET.

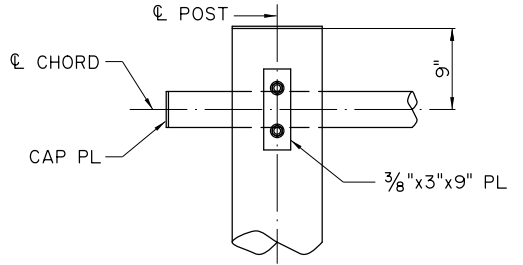
\* SIGN POSTS TO BE PROTECTED WITH GUARD RAIL OR BARRIER SYSTEM AS PER LADOTD GUARD RAIL STANDARD PLANS. GUARD RAIL LAYOUT DETAILS ARE TO BE INCLUDED IN THE PLANS.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	C. PORTER	CHECK	K. BRAUNER	DETAIL	I. KOURILOVA	CHECK	K. BRAUNER
REVIEW	C. GAUDRY	SERIES #	5	OF	15		
APPROVED BY CHIEF ENGINEER:		DATE:		8/25/2025			
REVISION OR CHANGE ORDER DESCRIPTION		NO.		DATE		BY	
STATE OF LOUISIANA		DEPARTMENT OF TRANSPORTATION & DEVELOPMENT		TS-OH			
OVERHEAD TRAFFIC SIGNS		OVERHEAD SIGN TRUSS (STEEL)		STANDARD PLAN			

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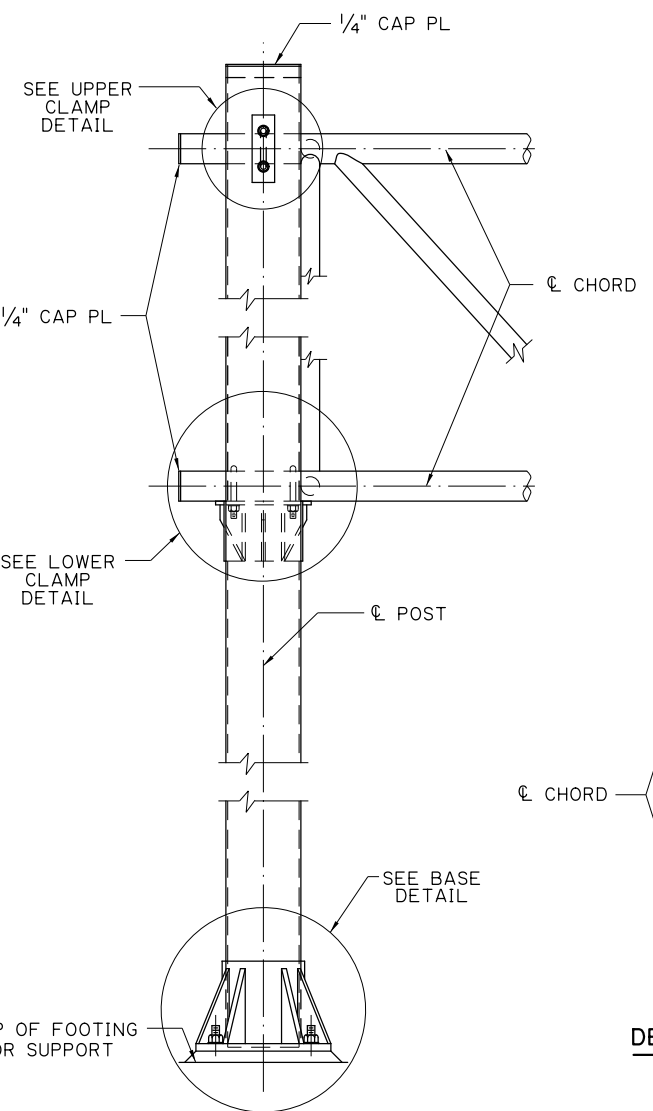


**PLAN**

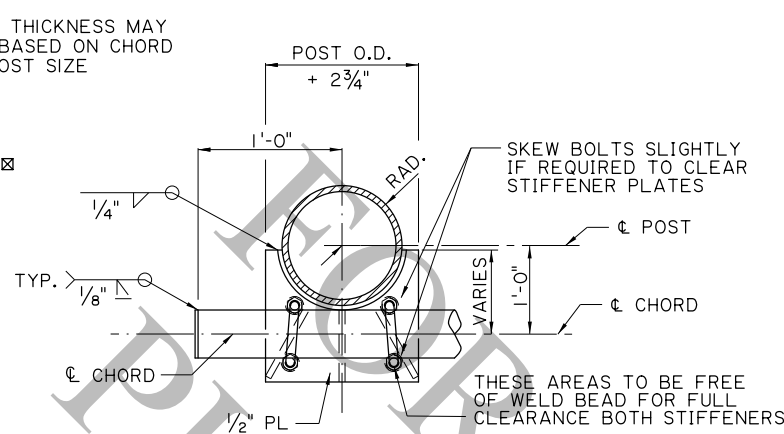


**ELEVATION**

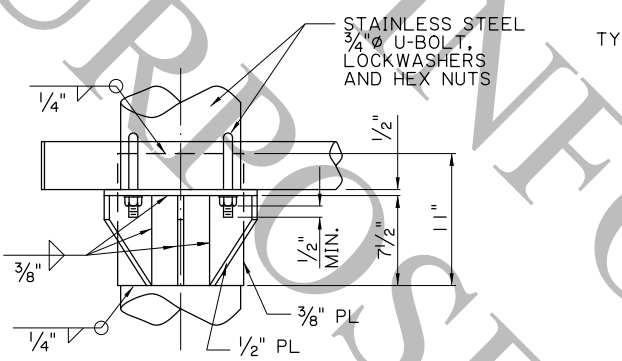
**UPPER CLAMP DETAIL**



**POST ELEVATION**

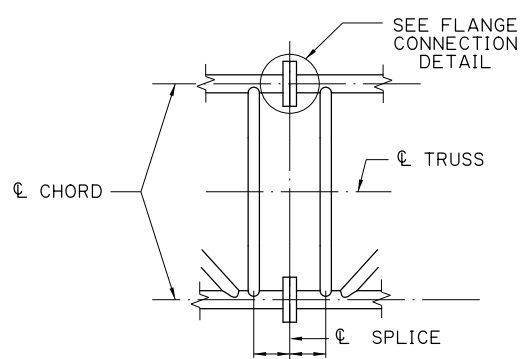


**PLAN**

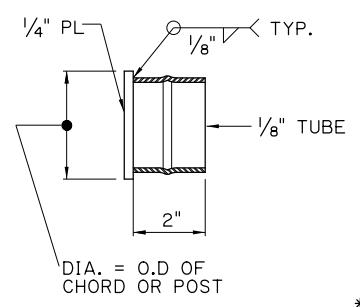


**ELEVATION**

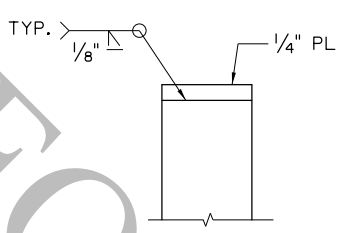
**LOWER CLAMP DETAIL**



**DETAIL OF CHORD SPLICE**

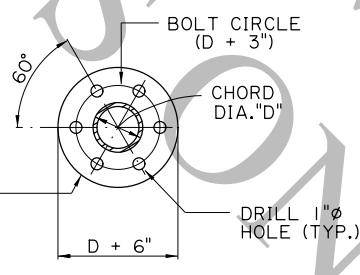


**FRICTION CAP DETAIL**



**CAP PL DETAIL**

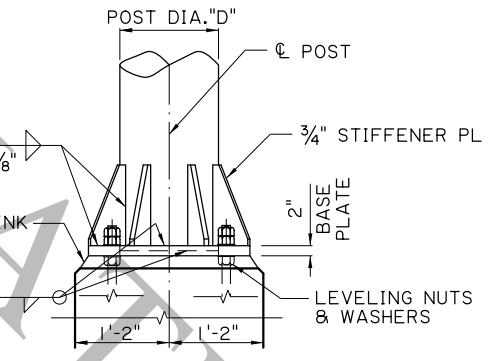
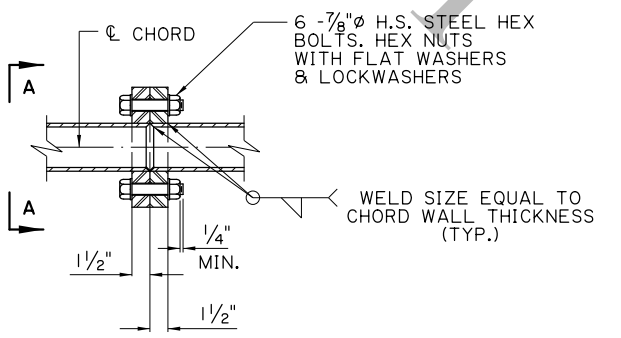
FRICTION WATER TIGHT CAP MAY BE USED ON EXPOSED ENDS OF ALL PIPES, SEE DETAIL.



**SECTION A-A**

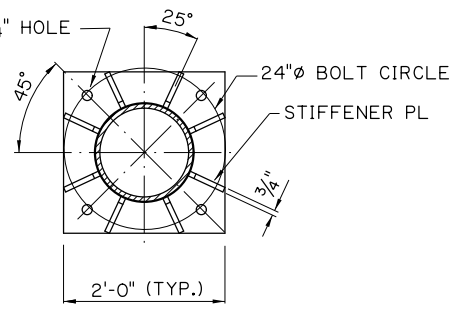
STEEL A36 PERMANENT MOLD OR SAND CASTING. AT THE CONTRACTOR'S OPTION A 1/2" PLATE MAY BE USED IN LIEU OF THE FLANGE CASTING.

**FLANGE CONNECTION DETAIL**

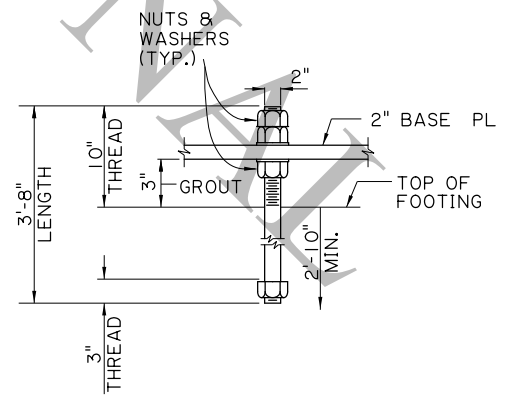


**BASE DETAIL - ELEVATION** ◊

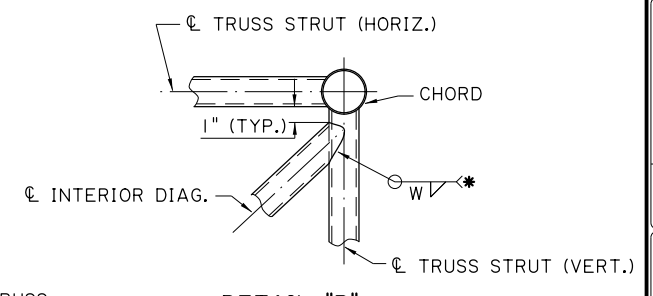
(PLATE "A")



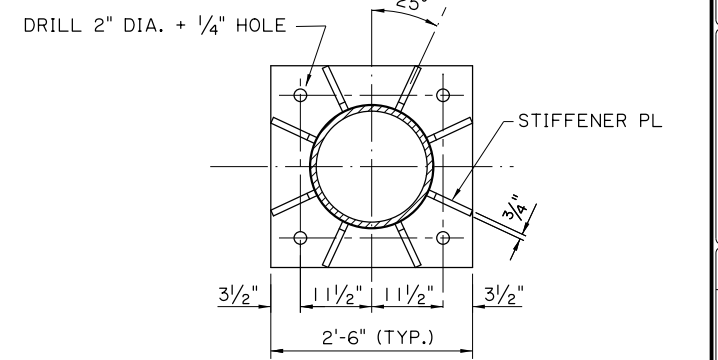
**PLAN**



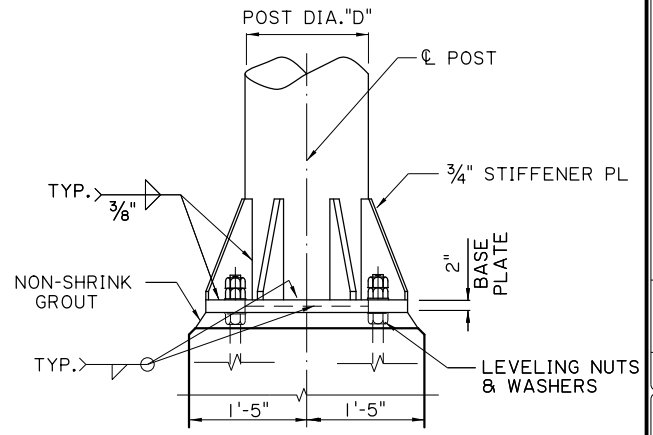
**2" ANCHOR BOLT DETAIL**



**DETAIL "B"**

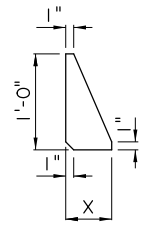


**PLAN**



**BASE DETAIL - ELEVATION** △

(PLATE "B")



$X = \frac{(2'-1\frac{3}{4}" - D)}{2}$  (PLATE "A")

$X = \frac{(2'-8\frac{1}{2}" - D)}{2}$  (PLATE "B")

**3/4" STIFFENER PL**

◊ TO BE USED WITH FOOTING "A" ONLY. (SEE SHT. NO. 8 OF 15)  
 △ TO BE USED WITH FOOTING "B" ONLY. (SEE SHT. NO. 8 OF 15)

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	K. BRAUNER	CHECK	C. PORTER	DETAIL	I. KOURILOVA	REVIEW	C. GAUDRY
APPROVED BY CHIEF ENGINEER:	[Signature]		DATE:	8/25/2025			
REVISION OR CHANGE ORDER DESCRIPTION							
NO. DATE							
<b>OVERHEAD TRAFFIC SIGNS</b> MISCELLANEOUS DETAILS (STEEL)							
STANDARD PLAN							

GROUND MOUNTED <sup>⊠</sup> OVERHEAD SIGN TRUSS DESIGN TABLE						
90 MPH WIND VELOCITY						
SIGN PANEL AREA SPAN	< 600 SQ.FT.		600-900 SQ.FT.		900-1100 SQ.FT.	
	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER
< 60 FT	1	15/16"	N/A	N/A	N/A	N/A
60 - 84 FT	1	17/16"	2	19/16"	3	11/2"
84 - 96 FT	1	17/8"	3	15/16"	4	13/16"
96 - 120 FT	2	213/16"	4	23/4"	5	211/16"
110 MPH WIND VELOCITY						
SIGN PANEL AREA SPAN	< 600 SQ.FT.		600-900 SQ.FT.		900-1100 SQ.FT.	
	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER
< 60 FT	1	15/16"	N/A	N/A	N/A	N/A
60 - 84 FT	3	17/16"	5	17/16"	6	17/16"
84 - 96 FT	3	13/16"	5	13/16"	6	13/4"
96 - 120 FT	5	21/2"	6	21/2"	8*	21/2"
130 MPH WIND VELOCITY						
SIGN PANEL AREA SPAN	< 600 SQ.FT.		600-900 SQ.FT.		900-1100 SQ.FT.	
	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER
< 60 FT	5	7/8"	N/A	N/A	N/A	N/A
60 - 84 FT	5	13/8"	8*	13/8"	9*	13/8"
84 - 96 FT	6	11/16"	8*	11/16"	9*	15/8"
96 - 120 FT	7	23/8"	10*	23/8"	11*	23/8"

STRUCTURE MOUNTED <sup>⊠</sup> OVERHEAD SIGN TRUSS DESIGN TABLE						
90 MPH WIND VELOCITY						
SIGN PANEL AREA SPAN	< 600 SQ.FT.		600-900 SQ.FT.		900-1100 SQ.FT.	
	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER
< 60 FT	1	15/16"	N/A	N/A	N/A	N/A
60 - 84 FT	2	17/16"	4	17/16"	4	17/16"
84 - 96 FT	2	13/16"	4	13/16"	5	13/4"
96 - 120 FT	4	29/16"	5	211/16"	7	21/2"
110 MPH WIND VELOCITY						
SIGN PANEL AREA SPAN	< 600 SQ.FT.		600-900 SQ.FT.		900-1100 SQ.FT.	
	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER
< 60 FT	3	7/8"	N/A	N/A	N/A	N/A
60 - 84 FT	4	13/8"	7	13/8"	8	13/8"
84 - 96 FT	5	11/16"	7	11/16"	8	11/16"
96 - 120 FT	7	23/8"	8	21/2"	10	23/8"
130 MPH WIND VELOCITY						
SIGN PANEL AREA SPAN	< 600 SQ.FT.		600-900 SQ.FT.		900-1100 SQ.FT.	
	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER	GROUP NO.	REQ. CAMBER
< 60 FT	6	7/8"	N/A	N/A	N/A	N/A
60 - 84 FT	7	13/16"	9	13/16"	10	13/16"
84 - 96 FT	8	15/8"	10	15/8"	11	15/8"
96 - 120 FT	10	21/4"	11	23/8"	N/A	N/A

**HOW TO USE TABLES:**

1. DETERMINE IF TRUSS IS GROUND MOUNTED OR STRUCTURE MOUNTED.
2. FIND WIND VELOCITY USING WIND MAP ON GENERAL NOTES SHEET (SHT. NO. 1 OF 15) AND CHOOSE APPROPRIATE SECTION IN TABLE.
3. DETERMINE DESIGN SIGN AREA AND SELECT THE APPROPRIATE COLUMN. (DESIGN SIGN AREA = SUM OF ACTUAL SIGN PANEL AREAS X 1.3)
4. DETERMINE SPAN LENGTH AND CHOOSE APPROPRIATE ROW.
5. FIND CORRESPONDING GROUP NUMBER IN THE "OVERHEAD TRUSS MEMBER SIZES" TABLE AND APPLY MEMBER SIZES ACCORDINGLY. SEE PROJECT PLAN SHEET FOR "OVERHEAD TRUSS DATA TABLE".

**NOTES:**

ALL MEMBERS LISTED IN THE OVERHEAD TRUSS MEMBER SIZES TABLE SHALL BE STEEL PIPE OR TUBE AND SHALL HAVE A MINIMUM YIELD STRENGTH (Fy) OF 42 KSI.

TUBE OR A.N.S.I. PIPE SECTIONS PROVIDING EQUAL OR GREATER STRENGTH THAN ANY MEMBER DESIGNATED IN THE TABLE MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

ALL DESIGNS MUST BE CONFIRMED ON THE FABRICATION DRAWINGS AND APPROVED BY LA DOTD BEFORE FABRICATION IS INITIATED.

ALL STRUCTURE MOUNTED TRUSSES SHALL USE PLATE "B". (SEE SHT. NO. 6 OF 15.)

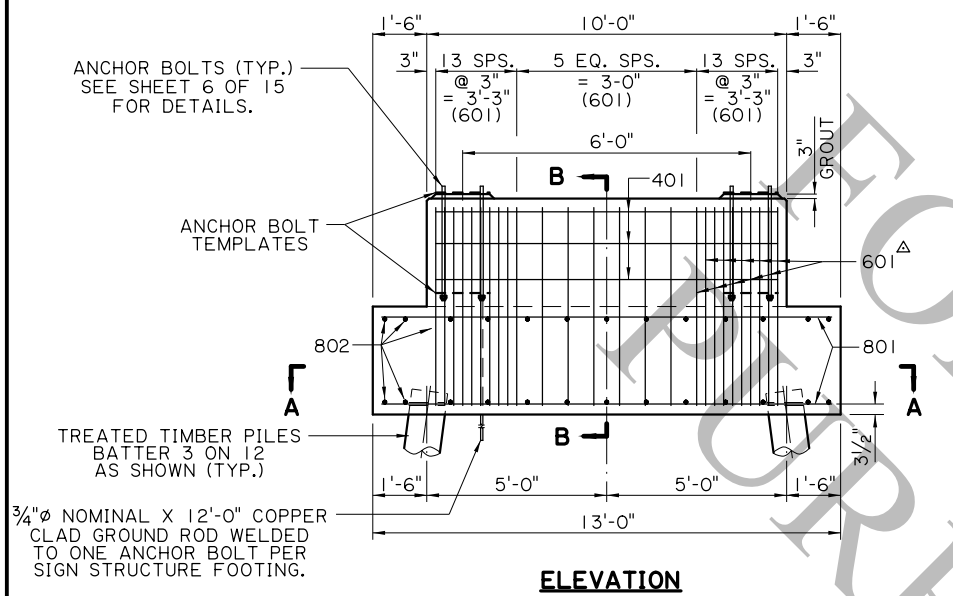
\* FOR GROUND MOUNTED TRUSSES, GROUP NOS. 8 THROUGH 11 SHALL USE PLATE "B" AND FOOTING "B" ONLY. (SEE SHT. NO. 8 OF 15)

⊠ GROUND MOUNTED TRUSSES USED ON EMBANKMENTS ≥ 10 FT. HIGH SHALL BE DESIGNED USING THE STRUCTURE MOUNTED DESIGN TABLES.

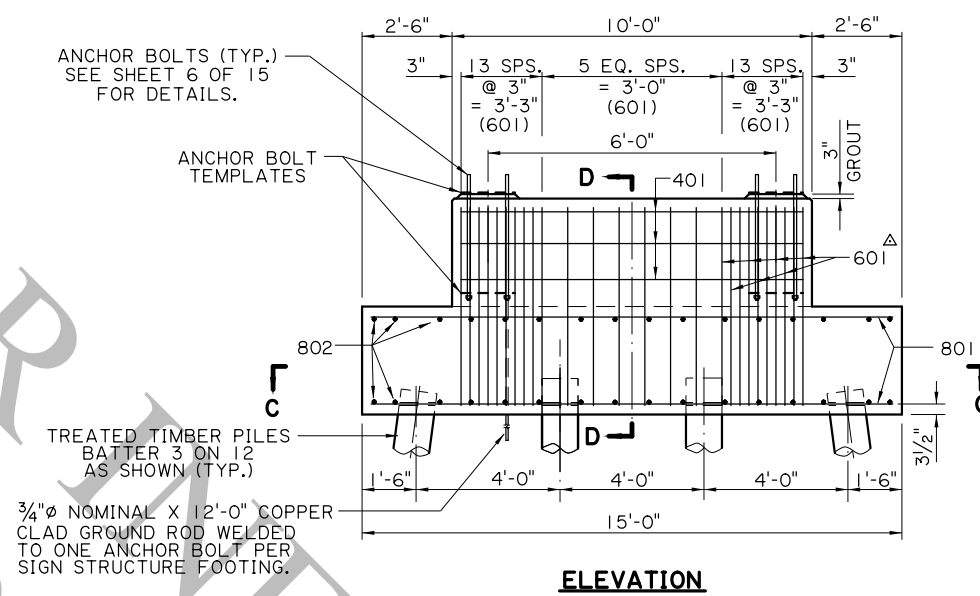
⊠ A DESIGN REQUEST MUST BE SUBMITTED FOR ALL TRUSSES WHOSE SIGN CENTERS ARE MORE THAN 50 FT. ABOVE THE SURROUNDING GROUNDLINE.

OVERHEAD TRUSS MEMBER SIZES							
MEMBER DIAMETER (IN.) x MEMBER THICKNESS (IN.)							
GROUP NO.	POSTS	CHORDS	TRUSS STRUTS	TRUSS DIAGONALS	INTERIOR DIAGONALS	POST STRUTS	POST DIAGONALS
1	12.75 X 0.25	4.0 X 0.226	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154	3.5 X 0.216	3.5 X 0.216
2	12.75 X 0.25	4.5 X 0.237	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154	3.5 X 0.216	3.5 X 0.216
3	14.00 X 0.25	4.5 X 0.237	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154	3.5 X 0.216	3.5 X 0.216
4	14.00 X 0.25	5.563 X 0.258	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154	3.5 X 0.216	3.5 X 0.216
5	16.00 X 0.25	5.563 X 0.258	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154	3.5 X 0.216	3.5 X 0.216
6	18.00 X 0.25	5.563 X 0.258	2.875 X 0.203	2.875 X 0.203	2.875 X 0.203	3.5 X 0.216	4.0 X 0.226
7	18.00 X 0.25	5.563 X 0.375	2.875 X 0.203	2.875 X 0.203	2.875 X 0.203	3.5 X 0.216	4.0 X 0.226
8	18.00 X 0.312	5.563 X 0.375	2.875 X 0.203	3.5 X 0.216	2.875 X 0.203	3.5 X 0.216	4.5 X 0.237
9	18.00 X 0.375	5.563 X 0.375	2.875 X 0.203	3.5 X 0.216	2.875 X 0.203	3.5 X 0.216	5.563 X 0.258
10	18.00 X 0.375	5.563 X 0.50	2.875 X 0.203	3.5 X 0.216	2.875 X 0.203	3.5 X 0.216	5.563 X 0.258
11	18.00 X 0.438	5.563 X 0.50	2.875 X 0.203	4.0 X 0.226	2.875 X 0.203	3.5 X 0.216	6.625 X 0.432

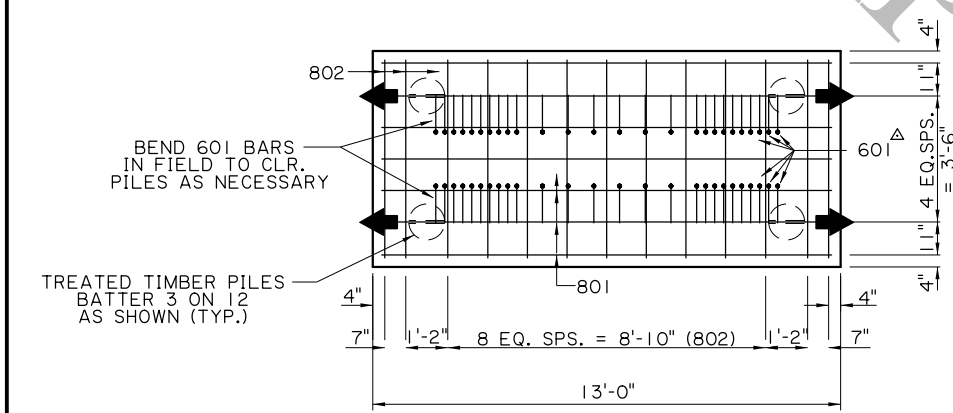
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	C. PORTER	CHECK	K. BRAUNER	DETAIL	I. KOURILOVA	CHECK	K. BRAUNER
APPROVED BY CHIEF ENGINEER:			DATE:	8/25/2025			
NO.		DATE		REVISION OR CHANGE ORDER DESCRIPTION			
OVERHEAD TRAFFIC SIGNS OVERHEAD TRUSS DESIGN TABLES (STEEL)							
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT							
STANDARD PLAN							



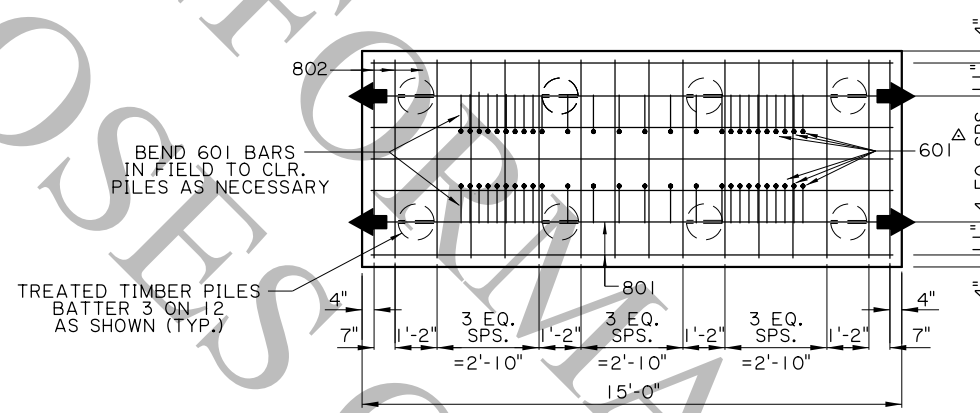
ELEVATION



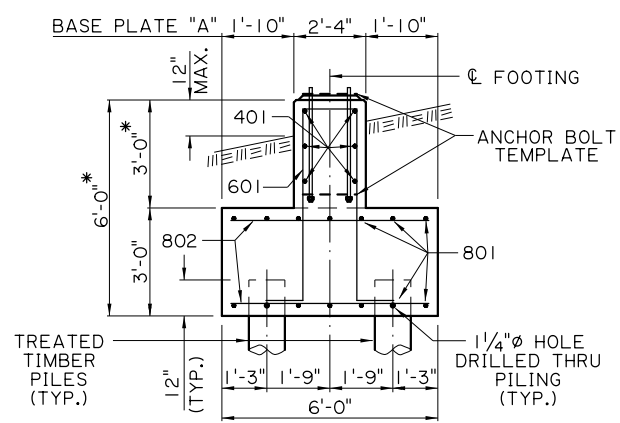
ELEVATION



SECTION A-A

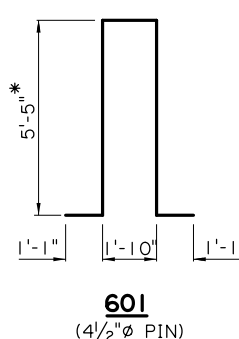


SECTION C-C



SECTION B-B

FOOTING "A"



SECTION D-D

FOOTING "B"

FOOTING PILE DATA TABLE				
WIND ZONE	FOOTING TYPE	PILE SIZE (IN.)		PILE LENGTH (FT.)
		BUTT	TIP	
1	A	12.4	8	55
2	A	12.7	8	60
	B	11.9	8	50
3	A	13.9	8	75
	B	13.9	8	75

ESTIMATED QUANTITIES (FOOTING "A")				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	14	12'-6"	175'-0"	FOOTING
802	26	5'-6"	143'-0"	FOOTING
TOTAL NO. 8 BARS = 318'-0"			=	849 LBS.
601	32	14'-10"	474'-8"	STIRRUPS IN FOOTING & PED
TOTAL NO. 6 BARS = 474'-8"			=	713 LBS.
401	6	9'-6"	57'-0"	PEDESTAL
TOTAL NO. 4 BARS = 57'-0"			=	38 LBS.
TOTAL DEFORMED REINFORCING STEEL			=	1600 LBS.
TOTAL CLASS A1 CONCRETE			=	11.14 CU.YDS.
STRUCTURAL EXCAVATION			=	40.0 CU.YDS.
STRUCTURAL STEEL			=	(SEE A.B. DETAILS)
TREATED TIMBER PILES			=	240 LIN. FT.

WIND ZONE 2 ASSUMED FOR PILE QUANTITIES. FOR OTHER WIND ZONES, ADJUST QUANTITIES ACCORDINGLY. SEE FOOTING PILE DATA TABLE.

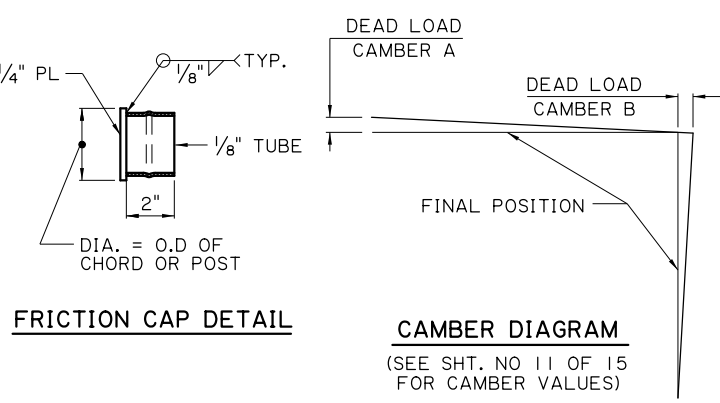
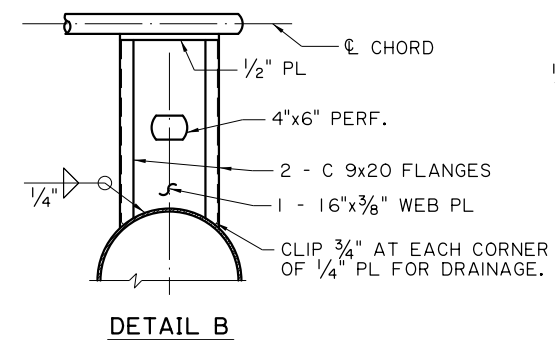
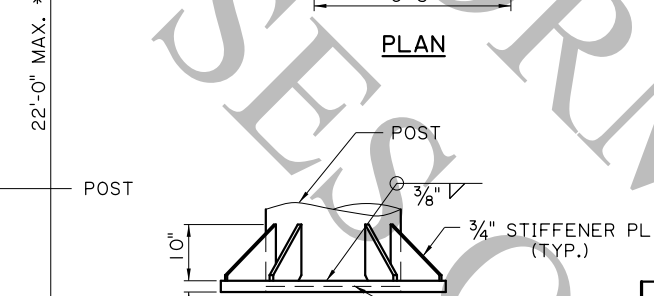
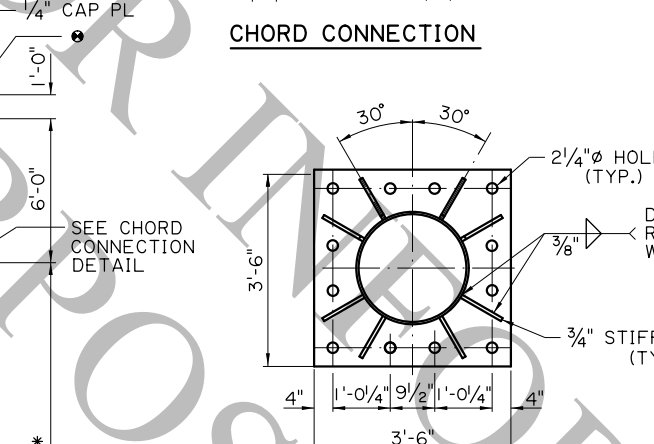
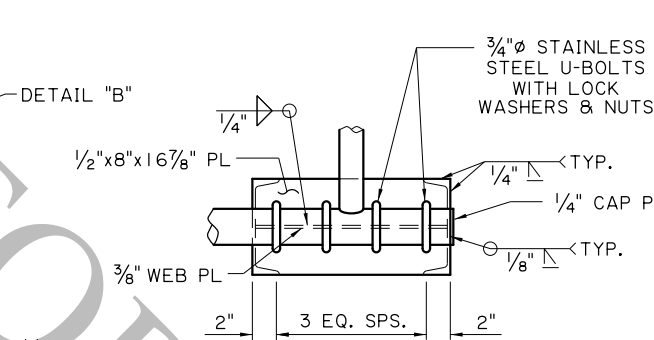
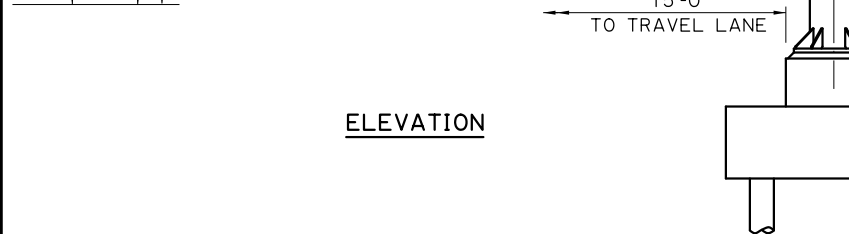
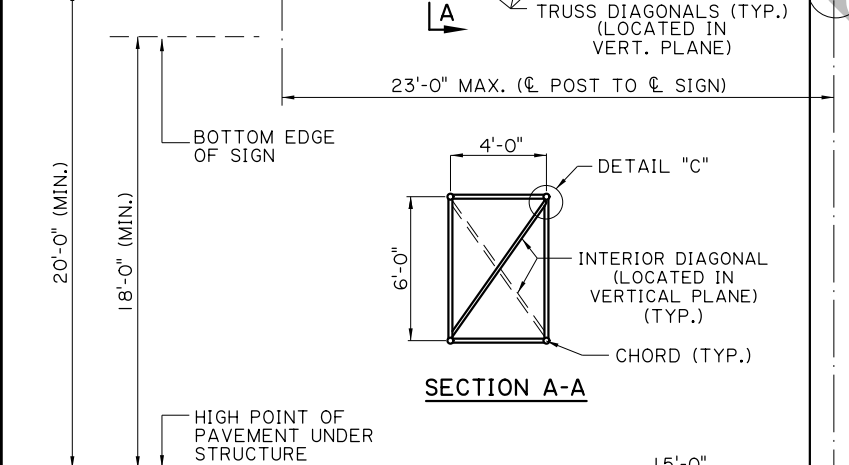
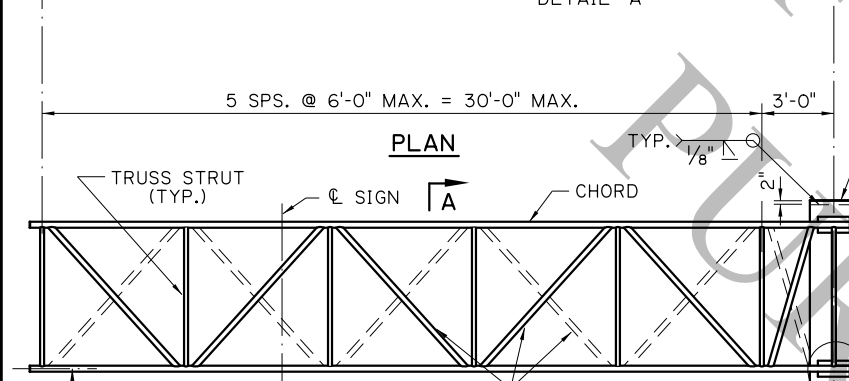
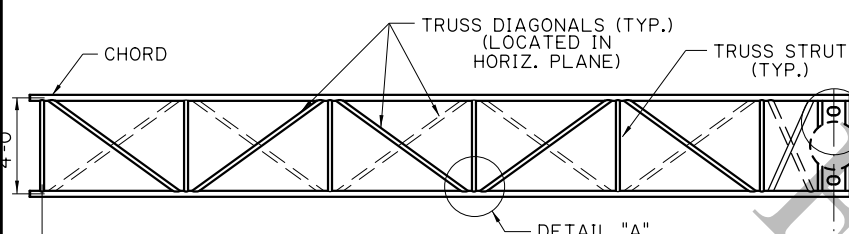
ESTIMATED QUANTITIES (FOOTING "B")				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	14	14'-6"	203'-0"	FOOTING
802	32	5'-6"	176'-0"	FOOTING
TOTAL NO. 8 BARS = 379'-0"			=	1012 LBS.
601	32	15'-4"	490'-8"	STIRRUPS IN FOOTING & PED
TOTAL NO. 6 BARS = 490'-8"			=	737 LBS.
401	6	9'-6"	57'-0"	PEDESTAL
TOTAL NO. 4 BARS = 57'-0"			=	38 LBS.
TOTAL DEFORMED REINFORCING STEEL			=	1787 LBS.
TOTAL CLASS A1 CONCRETE			=	12.92 CU.YDS.
STRUCTURAL EXCAVATION			=	45.0 CU.YDS.
STRUCTURAL STEEL			=	(SEE A.B. DETAILS)
TREATED TIMBER PILES			=	400 LIN. FT.

WIND ZONE 2 ASSUMED FOR PILE QUANTITIES. FOR OTHER WIND ZONES, ADJUST QUANTITIES ACCORDINGLY. SEE FOOTING PILE DATA TABLE.

NOTES:

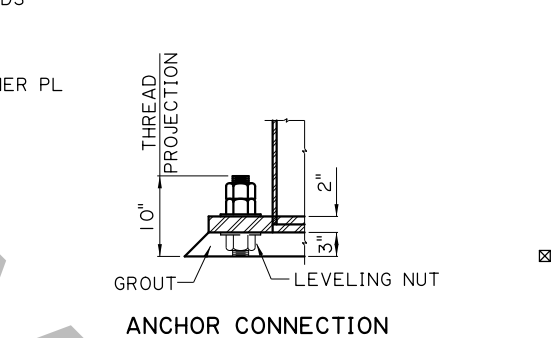
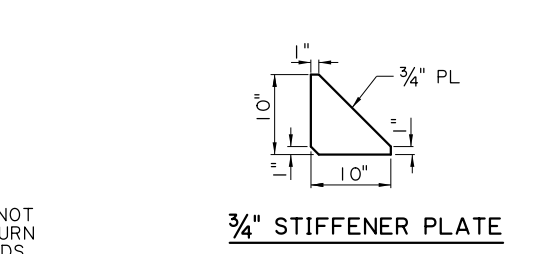
- THIS SHEET TO BE USED WITH WIND LOAD MAP AND GENERAL NOTES SHEET. MAXIMUM PILE DESIGN LOAD IS 30 TONS PER PILE.
- ANCHOR BOLTS SHALL BE FURNISHED IN A PREPOSITIONED ANCHOR BOLT ASSEMBLY. (TWO TEMPLATES REQUIRED)
- FOR BASE PLATE DETAILS, SEE SHT. NO. 6 OF 15.
- \* THESE DIMENSIONS MAY BE VARIED ± ONE FOOT TO ADJUST ELEVATION FOR SITE CONDITIONS. ADJUST BARS 401 & 601 ACCORDINGLY.
- Δ NO. 601 BARS MAY BE MOVED TO CLEAR TRUSS ANCHOR BOLTS.
- ⊠ DRILLED SHAFT ALTERNATE ALLOWED. SEE SHT. NOS. 12 & 13 OF 15.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	C. PORTER	CHECK	K. BRAUNER	DETAIL	I. KOURILOVA	CHECK	K. BRAUNER
APPROVED BY CHIEF ENGINEER:	[Signature]		DATE:	8/25/2025		REVISION OR CHANGE ORDER DESCRIPTION	NO.
OVERHEAD TRAFFIC SIGNS				PILE FOOTING DETAILS			
DOTD				LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT			
STANDARD PLAN				TS-OH			



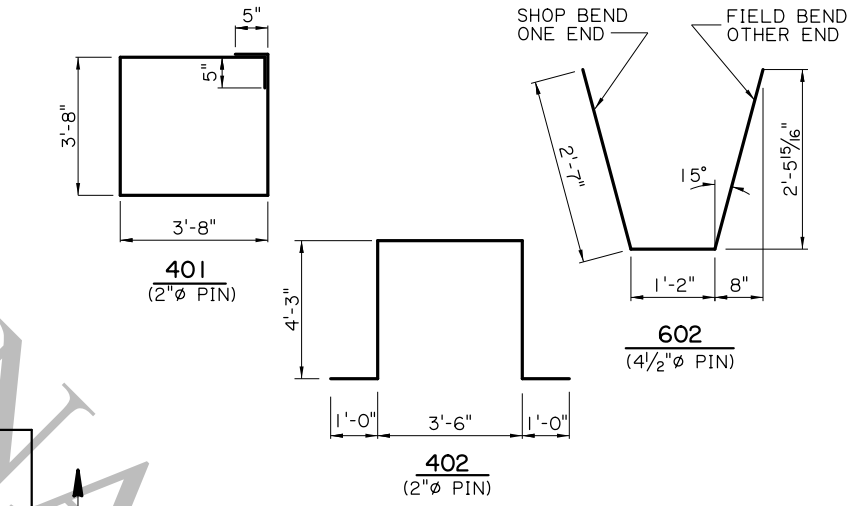
**ESTIMATED QUANTITIES (ONE FOOTING)**

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
601	72	7'-8"	552'-0"	FOOTING
602	8	6'-4"	50'-8"	FOOTING
<b>TOTAL NO. 6 BARS = 602'-8"</b>				<b>905 LBS.</b>
401	4	15'-6"	62'-0"	STIRRUPS IN FOOTING
402	6	14'-0"	84'-0"	STIRRUPS IN FOOTING
<b>TOTAL NO. 4 BARS = 146'-0"</b>				<b>98 LBS.</b>
<b>TOTAL DEFORMED REINFORCING STEEL</b>			<b>=</b>	<b>1003 LBS.</b>
<b>TOTAL CLASS A1 CONCRETE</b>			<b>=</b>	<b>10.17 CU.YDS.</b>
<b>STRUCTURAL EXCAVATION</b>			<b>=</b>	<b>34.7 CU.YDS.</b>
<b>STRUCTURAL STEEL (ANCHOR BOLTS)</b>			<b>=</b>	<b>578 LBS.</b>
<b>TREATED TIMBER PILES</b>			<b>=</b>	<b>200 LIN.FT.</b>



**FOOTING PILE DATA TABLE**

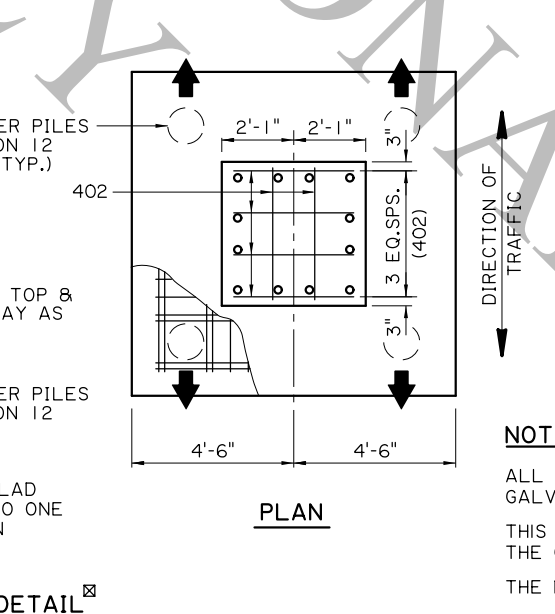
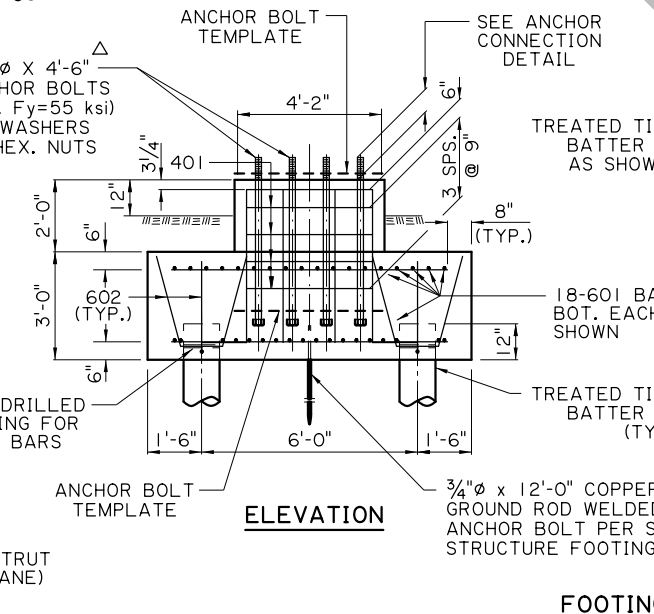
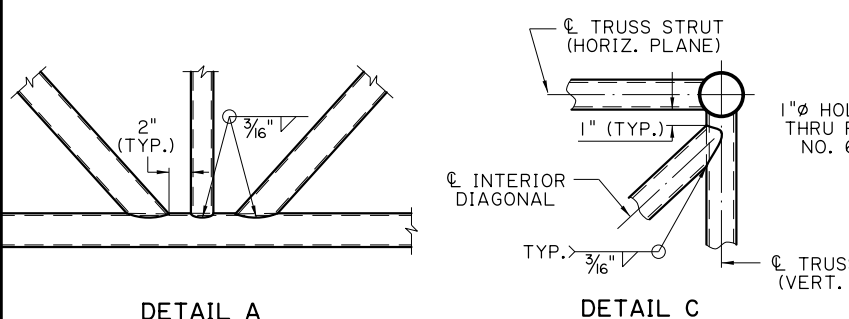
WIND ZONE	PILE SIZE (IN.)		PILE LENGTH (FT.)
	BUTT	TIP	
1	11.6	8	45
2	11.9	8	50
3	13.9	8	75



\* IN SPECIAL CASES, WITH PRIOR APPROVAL FROM THE D.O.T.D. BRIDGE DESIGN ENGINEER, THIS DIMENSION MAY BE EXCEEDED.

Δ ANCHOR BOLTS TO BE TIGHTENED ACCORDING TO SPECIAL PROVISIONS. ANCHOR BOLTS SHALL BE FURNISHED IN A PREPOSITIONED ANCHOR BOLT ASSEMBLY. (TWO TEMPLATES REQUIRED)

● ALTERNATE CAP: FRICTION WATER TIGHT CAP MAY BE USED ON EXPOSED ENDS OF ALL PIPES. SEE DETAILS.



**NOTES:**

ALL TRUSS AND POST MEMBERS SHALL BE STEEL AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123.

THIS SHEET TO BE USED WITH THE CANTILEVER DESIGN TABLES AND THE GENERAL NOTES SHEET.

THE MAXIMUM PILE DESIGN LOAD IS 30 TONS PER PILE.

☒ DRILLED SHAFT ALTERNATE ALLOWED. SEE SHT. NO. 12 OF 15.

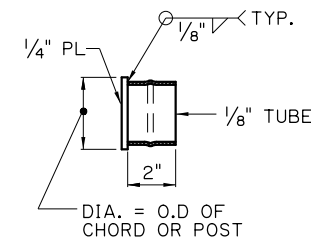
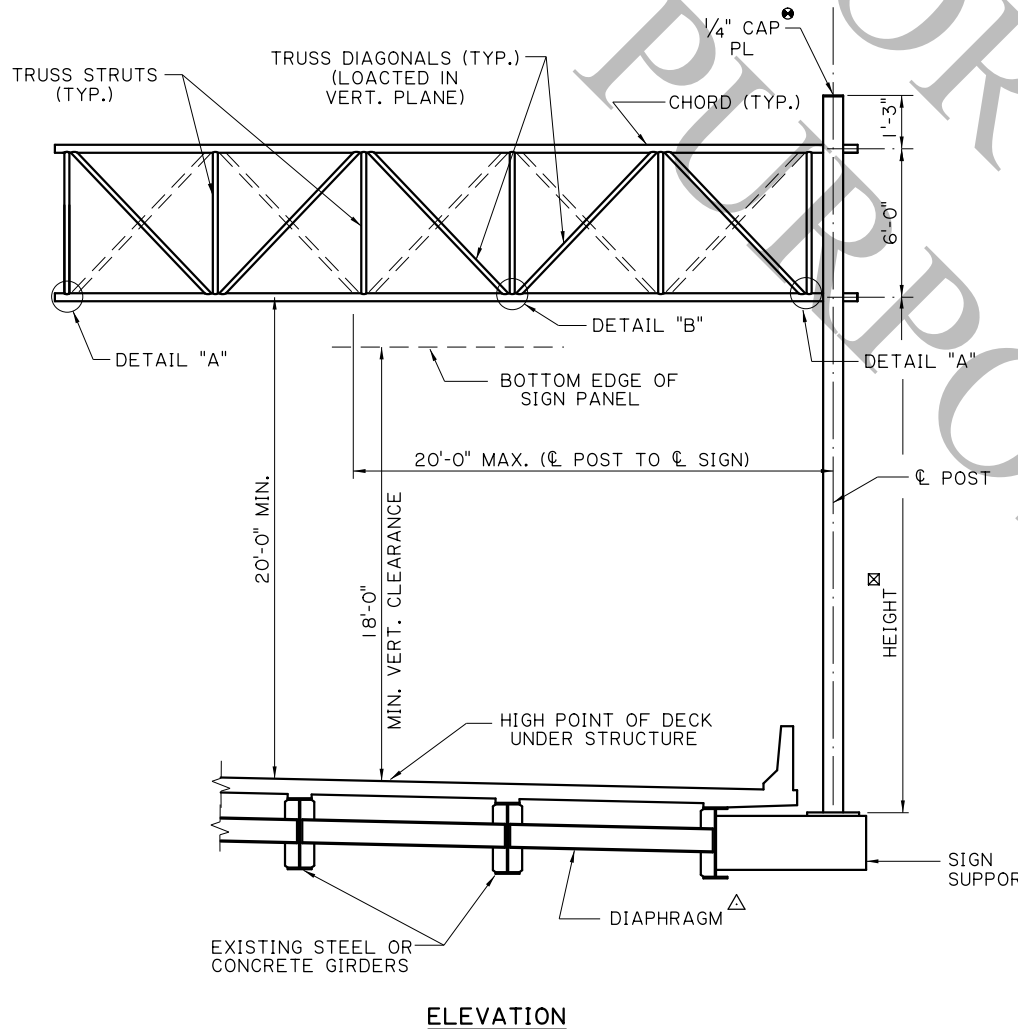
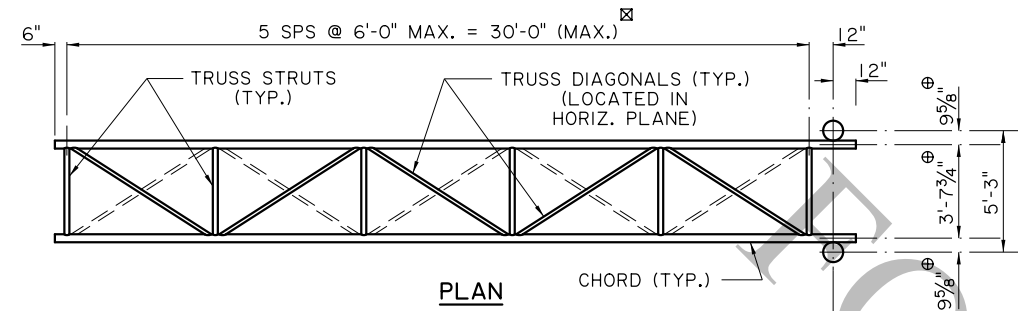
SHEET NUMBER	
DESIGN	K. BRAUNER
CHECK	C. PORTER
DETAIL	I. KORILOVA
CHECK	K. BRAUNER
REVIEW	C. GAUDRY
SERIES	9 OF 15
DATE	8/25/2025
NO.	
DATE	
REVISION OR CHANGE ORDER DESCRIPTION	
BY	
DATE	
TS-OH	

APPROVED BY CHIEF ENGINEER:

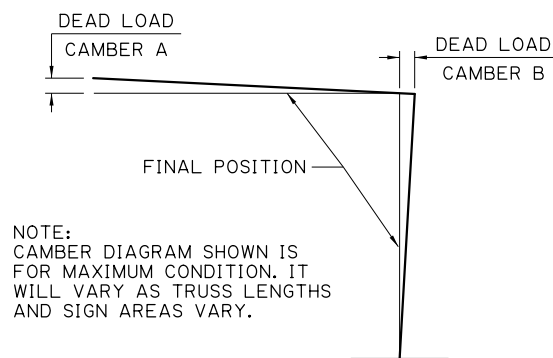
STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OVERHEAD TRAFFIC SIGNS  
GROUND MOUNTED CANTILEVER (STEEL)

STANDARD PLAN

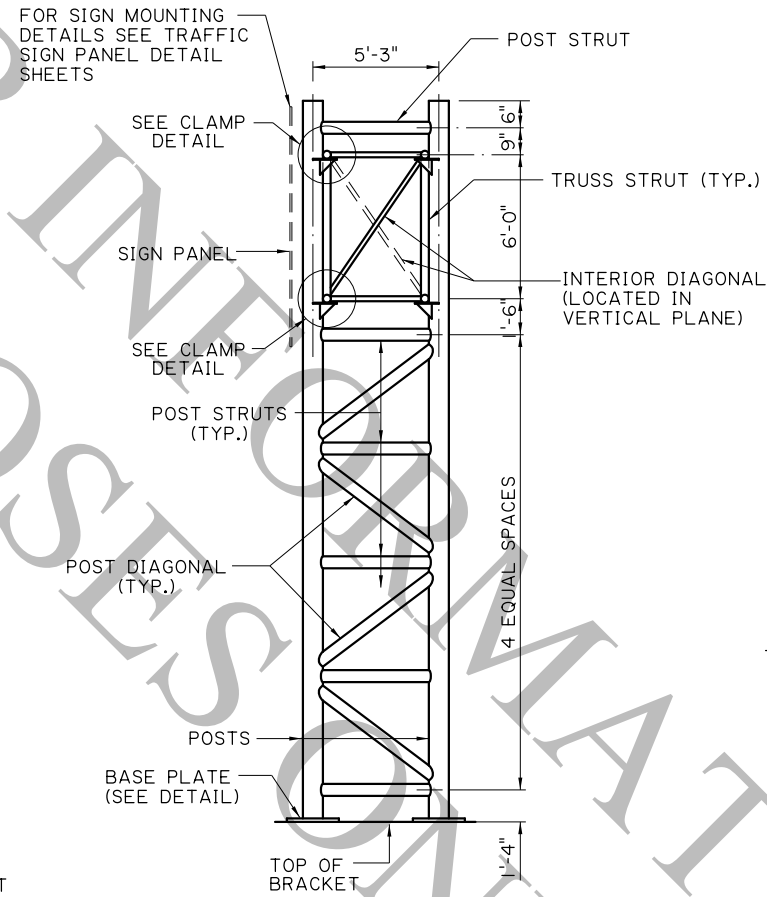


FRICTION CAP DETAIL (ALTERNATE TO WELDED CAP PLATE)

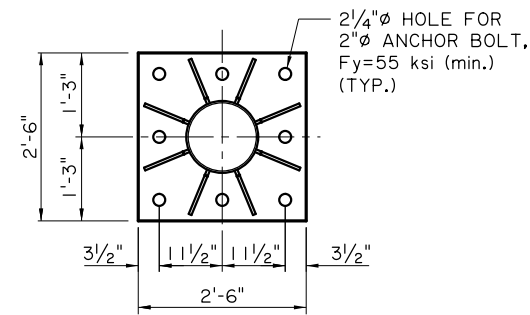


NOTE: CAMBER DIAGRAM SHOWN IS FOR MAXIMUM CONDITION. IT WILL VARY AS TRUSS LENGTHS AND SIGN AREAS VARY.

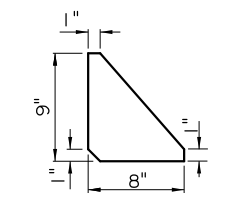
CAMBER DIAGRAM



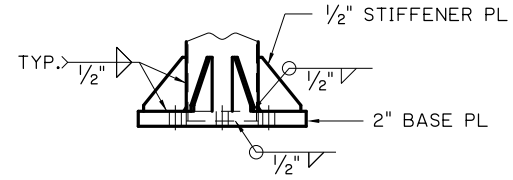
SIDE ELEVATION



PLAN

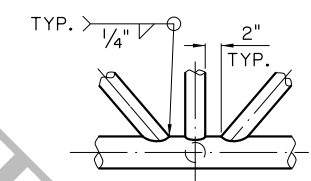


1/2" STIFFENER PL

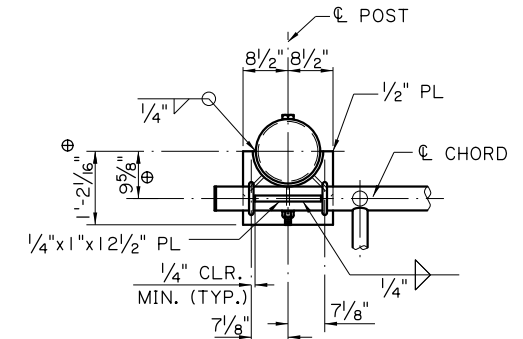


ELEVATION

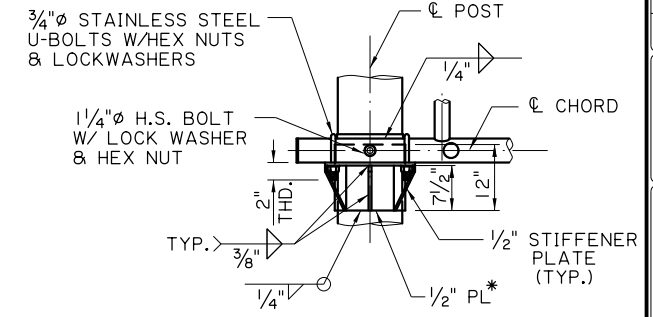
BASE PLATE DETAILS



DETAIL "B"

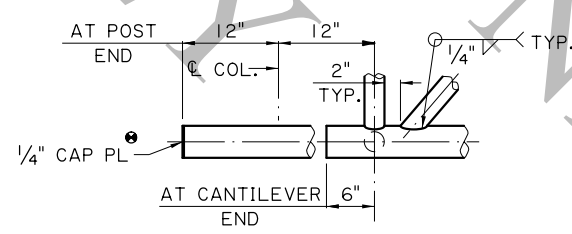


PLAN



ELEVATION

CLAMP DETAIL



DETAIL "A"

NOTES:

- ALL TRUSS AND POST MEMBERS SHALL BE STEEL AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123.
- ⊕ EXACT DIMENSION TO BE DETERMINED BY FABRICATOR PRIOR TO SUBMITTING SHOP DRAWINGS.
- ⊠ EXACT LENGTH TO BE DETERMINED IN THE FIELD BEFORE SHOP DRAWINGS ARE SUBMITTED FOR APPROVAL.
- \* TO PREVENT WALL DAMAGE TO POST DURING GALVANIZING, DRILL A HIGH & A LOW 1/4" Ø HOLE IN THE 1/2" THICK PLATE FOR VENTING.
- △ SIGN SUPPORT MAY BE STEEL OR CONCRETE. IT MAY BE ATTACHED TO THE STRUCTURE (SHOWN) OR MAY BE ATTACHED TO THE SUBSTRUCTURE OR TO AN ADJACENT RETAINING WALL.
- SEE FRICTION CAP DETAIL FOR ALTERNATE TO WELDED CAP PLATE.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	K. BRAUNER	CHECK	C. PORTER	DETAIL	I. KOURILOV	CHECK	K. BRAUNER
REVIEW	C. GAUDRY	SERIES #	10	OF	15		
APPROVED BY CHIEF ENGINEER:		DATE:		8/25/2025			
REVISION OR CHANGE ORDER DESCRIPTION		NO.		DATE		BY	
OVERHEAD TRAFFIC SIGNS		STRUCTURE MOUNTED CANTILEVER (STEEL)		TS-OH		STANDARD PLAN	

GROUND MOUNTED <sup>⊕</sup> CANTILEVER DESIGN TABLE				
WIND SPEED	GROUP NO.	CAMBER A	CAMBER B	MAX. SIGN AREA
90 MPH	1	2 1/8"	3/4"	300 SQ.FT.
110 MPH	2	1 7/8"	5/8"	300 SQ.FT.
130 MPH	3	1 3/16"	5/8"	300 SQ.FT.

GROUND MOUNTED CANTILEVER MEMBER SIZES MEMBER DIAMETER (IN.) X MEMBER THICKNESS (IN.)					
GROUP NO.	POSTS	CHORDS	TRUSS STRUTS	TRUSS DIAGONALS	INTERIOR DIAGONALS
1	24.0 X 0.375	2.875 X 0.203	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154
2	24.0 X 0.50	3.5 X 0.216	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154
3	24.0 X 0.562	4.5 X 0.237	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154

STRUCTURE MOUNTED <sup>⊠</sup> CANTILEVER DESIGN TABLE				
WIND SPEED	GROUP NO.	CAMBER A	CAMBER B	MAX. SIGN AREA
90 MPH	1	6"	3 3/4"	250 SQ.FT.
110 MPH	2	6"	3 3/4"	250 SQ.FT.
130 MPH	3	6"	3 3/4"	200 SQ.FT.

STRUCTURE MOUNTED CANTILEVER MEMBER SIZES MEMBER DIAMETER (IN.) X MEMBER THICKNESS (IN.)							
GROUP NO.	POSTS	CHORDS	TRUSS STRUTS	TRUSS DIAGONALS	INTERIOR DIAGONALS	POST STRUTS	POST DIAGONALS
1	12.75 X 0.375	5.563 X 0.258	2.875 X 0.203	2.875 X 0.203	2.375 X 0.154	6.625 X 0.280	6.625 X 0.280
2	14.00 X 0.50	5.563 X 0.375	2.875 X 0.203	2.875 X 0.203	2.875 X 0.203	6.625 X 0.432	6.625 X 0.432
3	14.00 X 0.50	5.563 X 0.375	2.875 X 0.203	2.875 X 0.203	2.875 X 0.203	6.625 X 0.562	6.625 X 0.562

**HOW TO USE TABLES:**

1. DETERMINE IF CANTILEVER IS GROUND MOUNTED OR STRUCTURE MOUNTED.
2. FIND WIND VELOCITY USING WIND MAP ON GENERAL NOTES SHEET (SHT. NO. 1 OF 15) AND CHOOSE APPROPRIATE ROW IN TABLE.
3. VERIFY THAT THE PROPOSED SIGN AREA DOES NOT EXCEED THE MAXIMUM ALLOWABLE AREA.
4. FIND CORRESPONDING GROUP NUMBER IN THE APPROPRIATE "CANTILEVER MEMBER SIZES" TABLE AND APPLY MEMBER SIZES ACCORDINGLY. SEE PROJECT PLAN SHEET FOR "CANTILEVER DATA TABLE".

**NOTES:**



ALL MEMBERS LISTED IN THE CANTILEVER MEMBER SIZES TABLE SHALL BE STEEL PIPE OR TUBE AND SHALL HAVE A MINIMUM YIELD STRENGTH (Fy) OF 42 KSI.

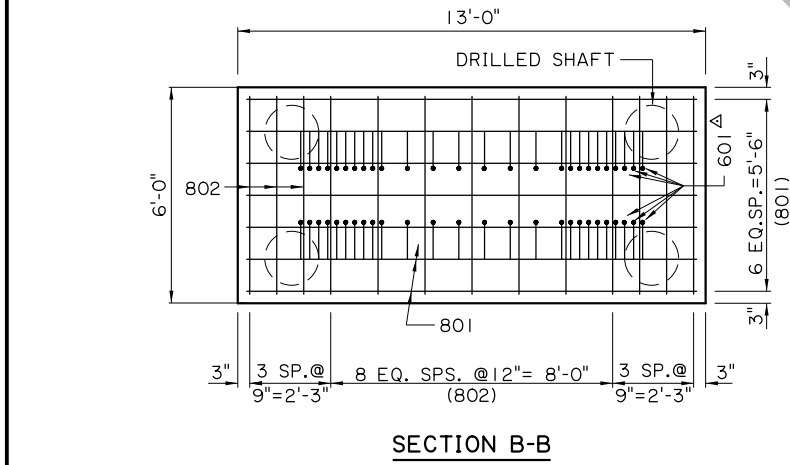
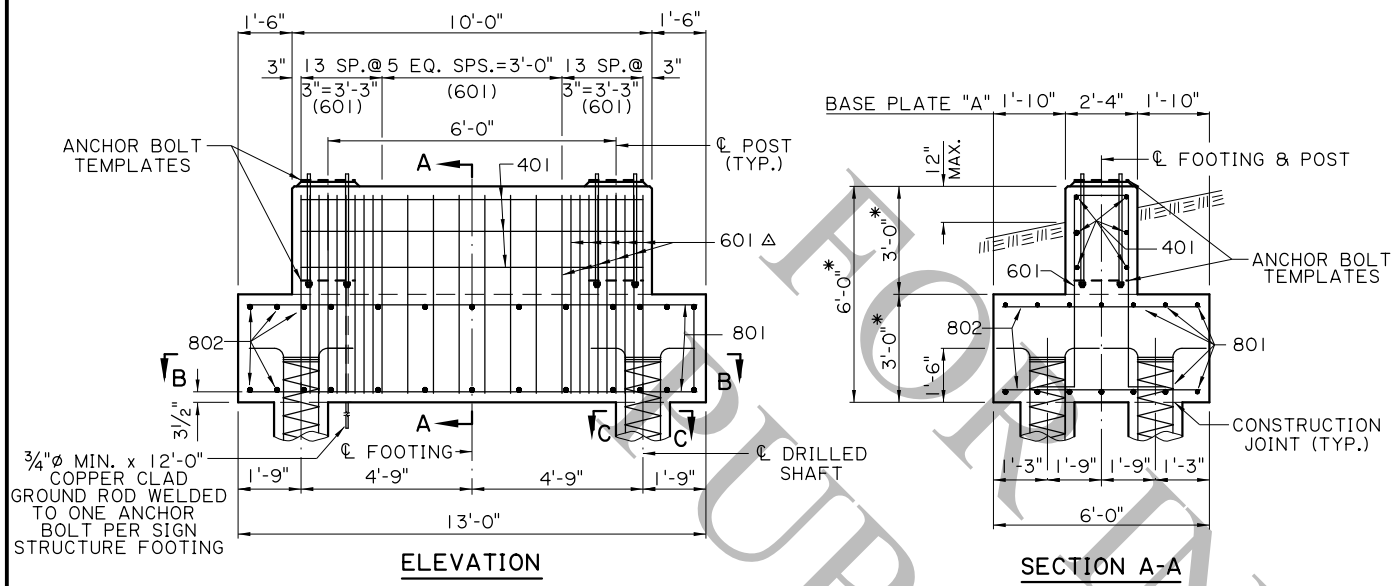
TUBE OR A.N.S.I. PIPE SECTIONS PROVIDING EQUAL OR GREATER STRENGTH THAN ANY MEMBER DESIGNATED IN THE TABLE MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

ALL DESIGNS MUST BE CONFIRMED ON THE FABRICATION DRAWINGS AND APPROVED BY LA DOTD BEFORE FABRICATION IS INITIATED.

THE CAMBER VALUES LISTED IN THE TABLES ARE THEORETICAL VALUES ONLY. THE CONTRACTOR SHALL ENSURE THAT AFTER ERECTION OF THE SIGN TRUSS AND INSTALLATION OF THE SIGN PANELS, THE TRUSS SPAN DOES NOT DEFLECT BELOW HORIZONTAL.

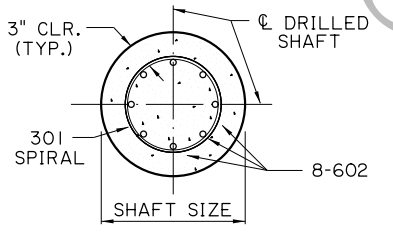
- ⊕ A DESIGN REQUEST MUST BE SUBMITTED FOR ALL GROUND MOUNTED CANTILEVERS USED ON EMBANKMENTS ≥ 10 FT. HIGH.
- ⊠ A DESIGN REQUEST MUST BE SUBMITTED FOR ALL STRUCTURE MOUNTED CANTILEVERS WHOSE SIGN CENTERS ARE MORE THAN 50 FT. ABOVE THE SURROUNDING GROUNDLINE.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	K. BRAUNER	CHECK	C. PORTER	DETAIL	I. KOURILOV	CHECK	K. BRAUNER
REVIEW	C. GAUDRY	SERIES #	11	OF	15		
APPROVED BY CHIEF ENGINEER:		DATE:		8/25/2025			
				REVISION OR CHANGE ORDER DESCRIPTION			
				NO. DATE			
				BY			
				TS-OH			
				OVERHEAD TRAFFIC SIGNS			
				CANTILEVER DESIGN TABLES (STEEL)			
							
							
				STANDARD PLAN			



**DRILLED SHAFT DATA TABLE (FOOTING "A")**

WIND ZONE	SHAFT SIZE (IN.)	SHAFT LENGTH (FT.)	X	Y (FT.)
1	18	30	62	31
2	18	35	72	36
3	18	60	122	61



SECTION C-C

**ESTIMATED QUANTITIES (DRILLED SHAFT FOOTING "A")**

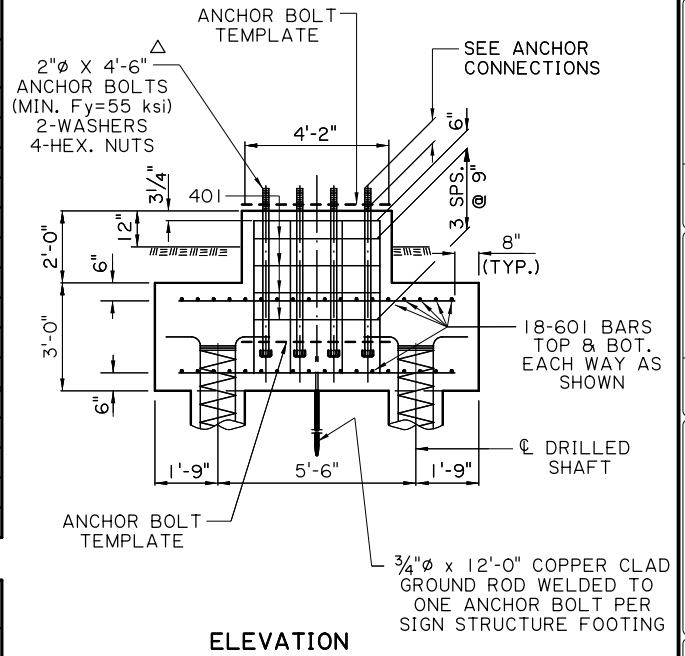
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	14	12'-6"	175'-0"	FOOTING
802	26	5'-6"	143'-0"	FOOTING
<b>TOTAL NO. 8 BARS = 318'-0"</b>			<b>= 849 LBS.</b>	
601	32	14'-10"	474'-8"	STIRRUPS IN FOOTING & PED.
<b>TOTAL NO. 6 BARS = 474'-8"</b>			<b>= 713 LBS.</b>	
401	6	9'-6"	57'-0"	PEDESTAL
<b>TOTAL NO. 4 BARS = 57'-0"</b>			<b>= 38 LBS.</b>	
<b>TOTAL DEFORMED REINFORCING STEEL =</b>			<b>1600 LBS.</b>	
<b>TOTAL CLASS A1 CONCRETE =</b>			<b>11.26 CU.YDS.</b>	
<b>STRUCTURAL EXCAVATION =</b>			<b>40.0 CU.YDS.</b>	
<b>STRUCTURAL STEEL =</b>			<b>(SEE ANCHOR BOLT DETAILS)</b>	
<b>DRILLED SHAFT =</b>			<b>140 LIN. FT.</b>	

**ESTIMATED QUANTITIES (CANTILEVER SIGN TRUSS ; ONE FOOTING)**

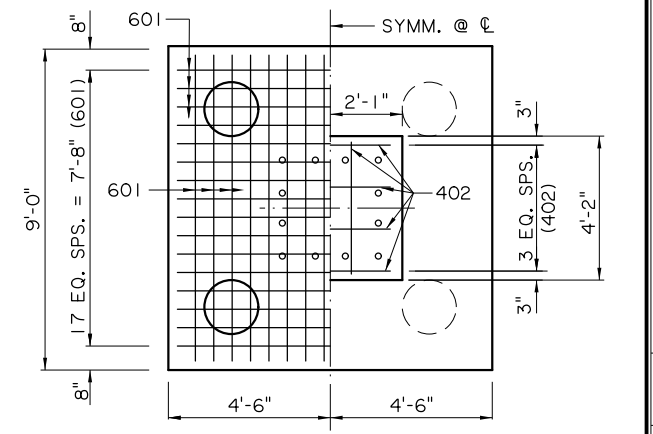
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
601	72	7'-8"	552'-0"	FOOTING
<b>TOTAL NO. 6 BARS = 552'-0"</b>			<b>= 829 LBS.</b>	
401	4	15'-6"	62'-0"	STIRRUPS IN FOOTING & PED.
402	6	14'-0"	84'-0"	STIRRUPS IN FOOTING & PED.
<b>TOTAL NO. 4 BARS = 146'-0"</b>			<b>= 98 LBS.</b>	
<b>TOTAL DEFORMED REINFORCING STEEL =</b>			<b>927 LBS.</b>	
<b>TOTAL CLASS A1 CONCRETE =</b>			<b>10.29 CU.YDS.</b>	
<b>STRUCTURAL EXCAVATION =</b>			<b>34.7 CU.YDS.</b>	
<b>STRUCTURAL STEEL =</b>			<b>(SEE ANCHOR BOLT DETAILS)</b>	
<b>DRILLED SHAFT =</b>			<b>120 LIN.FT.</b>	

**ESTIMATED QUANTITIES (ONE DRILLED SHAFT ; L = 35'-0")**

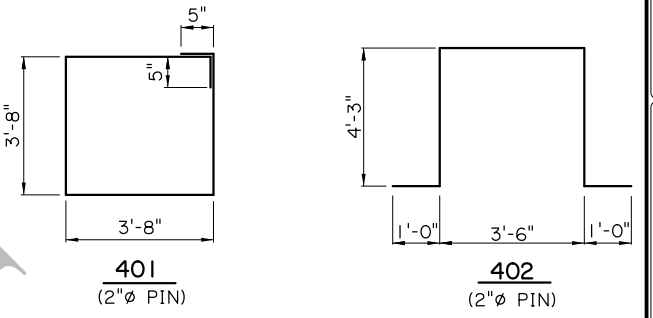
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
602	8	37'-2"	297'-4"	DRILLED SHAFT
<b>TOTAL NO. 6 BARS = 297'-4"</b>			<b>= 447 LBS.</b>	
301	1	237'-3"	237'-3"	SPIRAL
<b>TOTAL NO. 3 BARS = 237'-3"</b>			<b>= 89 LBS.</b>	
<b>TOTAL DEFORMED REINFORCING STEEL =</b>			<b>536 LBS.</b>	
<b>TOTAL CLASS S CONCRETE =</b>			<b>2.29 CU.YDS.</b>	



ELEVATION



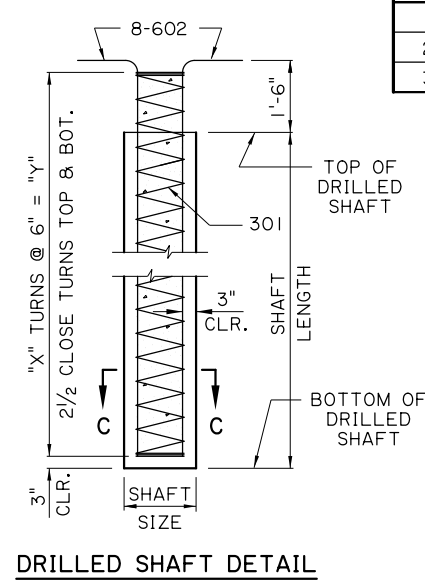
PLAN



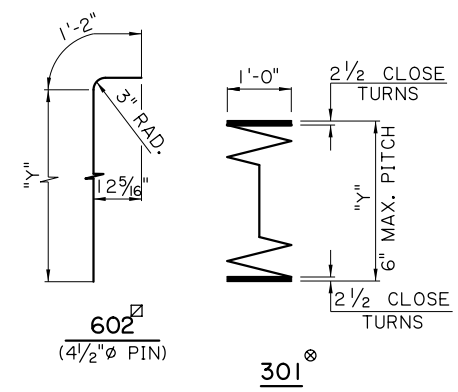
DRILLED SHAFT CANTILEVER FOOTING

**DRILLED SHAFT DATA TABLE (CANTILEVER FOOTING)**

WIND ZONE	SHAFT SIZE (IN.)	SHAFT LENGTH (FT.)	X	Y (FT.)
1	18	30	62	31
2	18	30	62	31
3	18	60	122	61



DRILLED SHAFT DETAIL



602 (4 1/2" diameter PIN) and 301 (2" diameter PIN)

NOTES:

- THIS DRILLED SHAFT ALTERNATE IS ALLOWED IN LIEU OF TIMBER PILES AND IS A SUPPLEMENT TO PLAN SHEET NO. 8 OF 15.
- FOR ANCHOR BOLT DETAILS, SEE TYPE II TRUSS & CANTILEVER DETAILS AND THE GENERAL NOTES.
- ANCHOR BOLTS SHALL BE FURNISHED IN A PREPOSITIONED ANCHOR BOLT ASSEMBLY. (TWO TEMPLATES REQUIRED)
- \* THESE DIMENSIONS MAY VARY ± ONE FOOT TO ADJUST ELEVATION FOR SITE ADJUST 401 & 601 BARS ACCORDINGLY.
- Δ NO. 601 BARS MAY BE MOVED TO CLEAR TRUSS ANCHOR BOLTS.
- ◊ WIND ZONE 2 ASSUMED FOR SHAFT QUANTITIES. FOR OTHER WIND ZONES, ADJUST QUANTITIES ACCORDINGLY. SEE DRILLED SHAFT DATA TABLES.
- IF A SPLICE IS REQUIRED, THE MINIMUM SPLICE LENGTH SHALL BE 2'-9".
- ⊗ IF A SPLICE IS REQUIRED, THE MINIMUM SPLICE LENGTH SHALL BE 1 1/2 TURNS.

SHEET NUMBER: [ ]

DESIGN: K. BRAUNER, CHECK: C. PORTER, PARISH: [ ]

DETAIL: I. KOURILOVA, CHECK: K. BRAUNER, CONTROL SECTION: [ ]

REVIEW: C. GAUDRY, STATE: [ ]

APPROVED BY CHIEF ENGINEER: [Signature]

DATE: 8/25/2025

REVISION OR CHANGE ORDER DESCRIPTION: [ ]

NO. [ ] DATE [ ]

BY [ ]

TS-OH

OVERHEAD TRAFFIC SIGNS

DRILLED SHAFT FOOTING ALT.

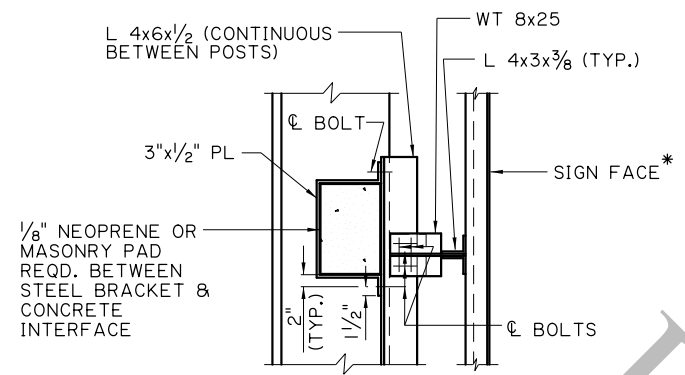
STATE OF LOUISIANA

DOTD

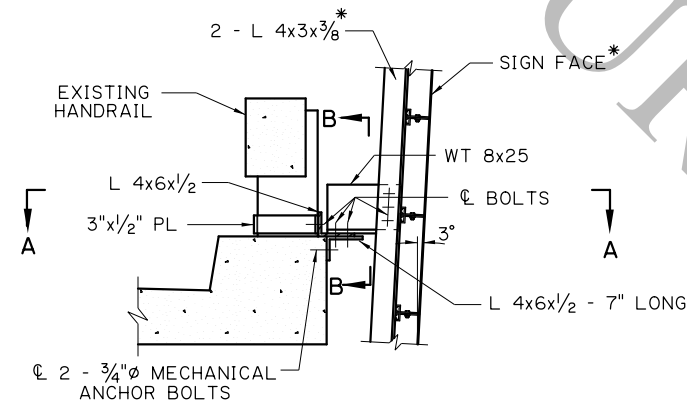
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

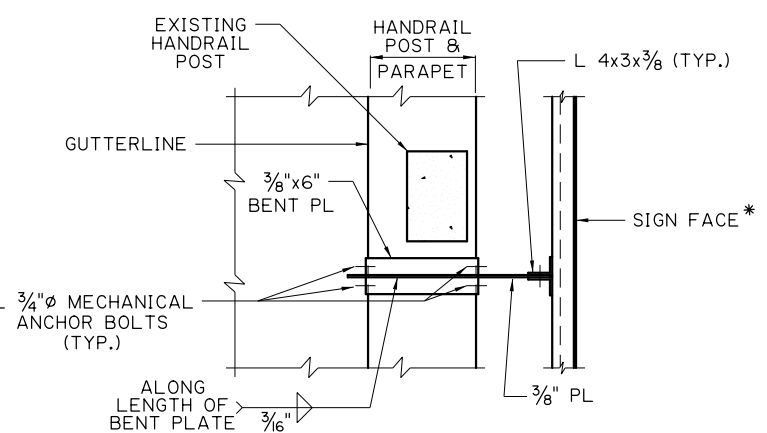




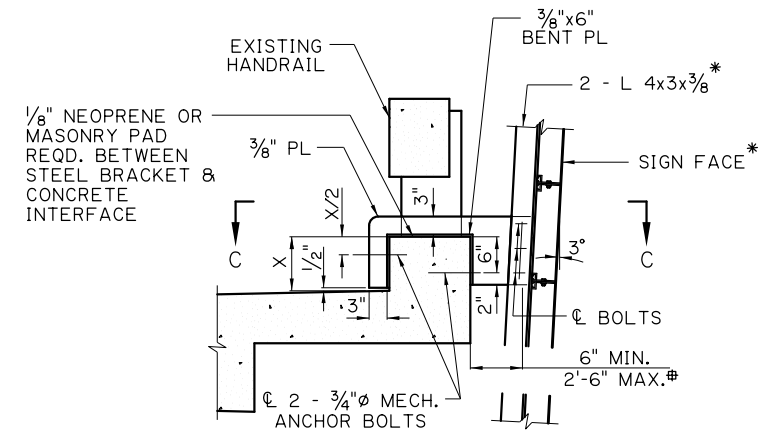
SECTION A-A



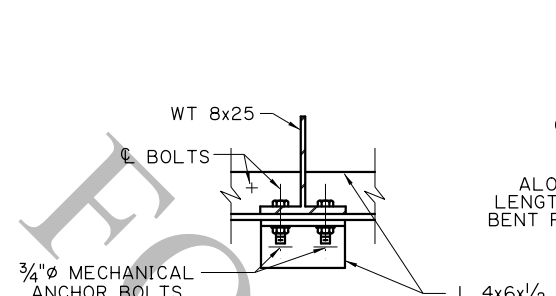
POST BRACKET



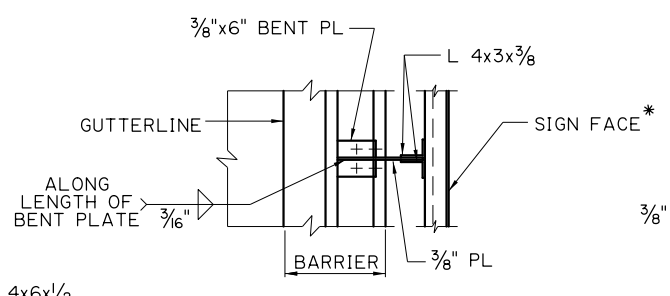
SECTION C-C



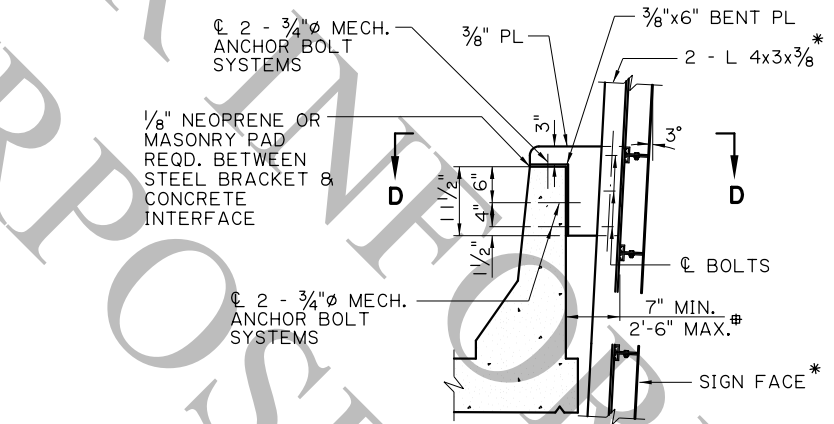
SIDEWALK BRACKET



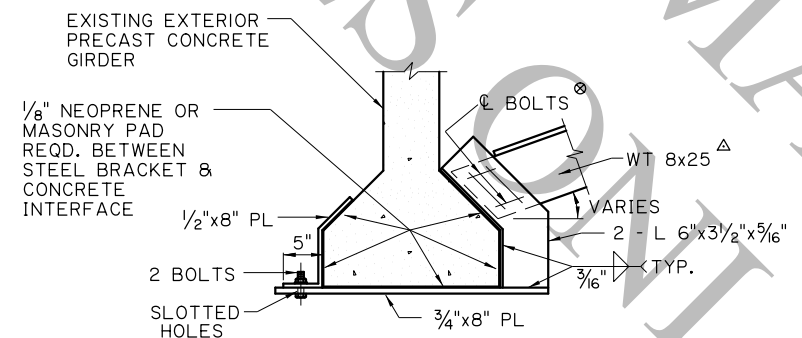
SECTION B-B



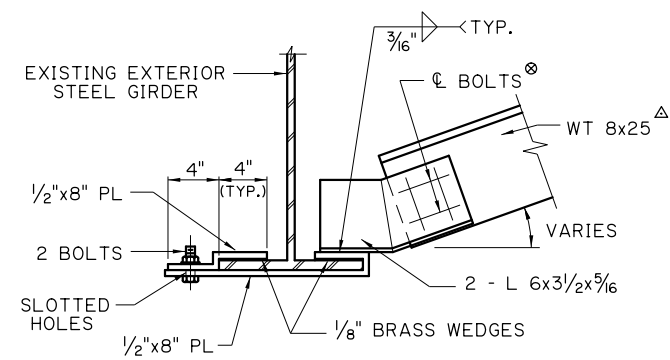
SECTION D-D



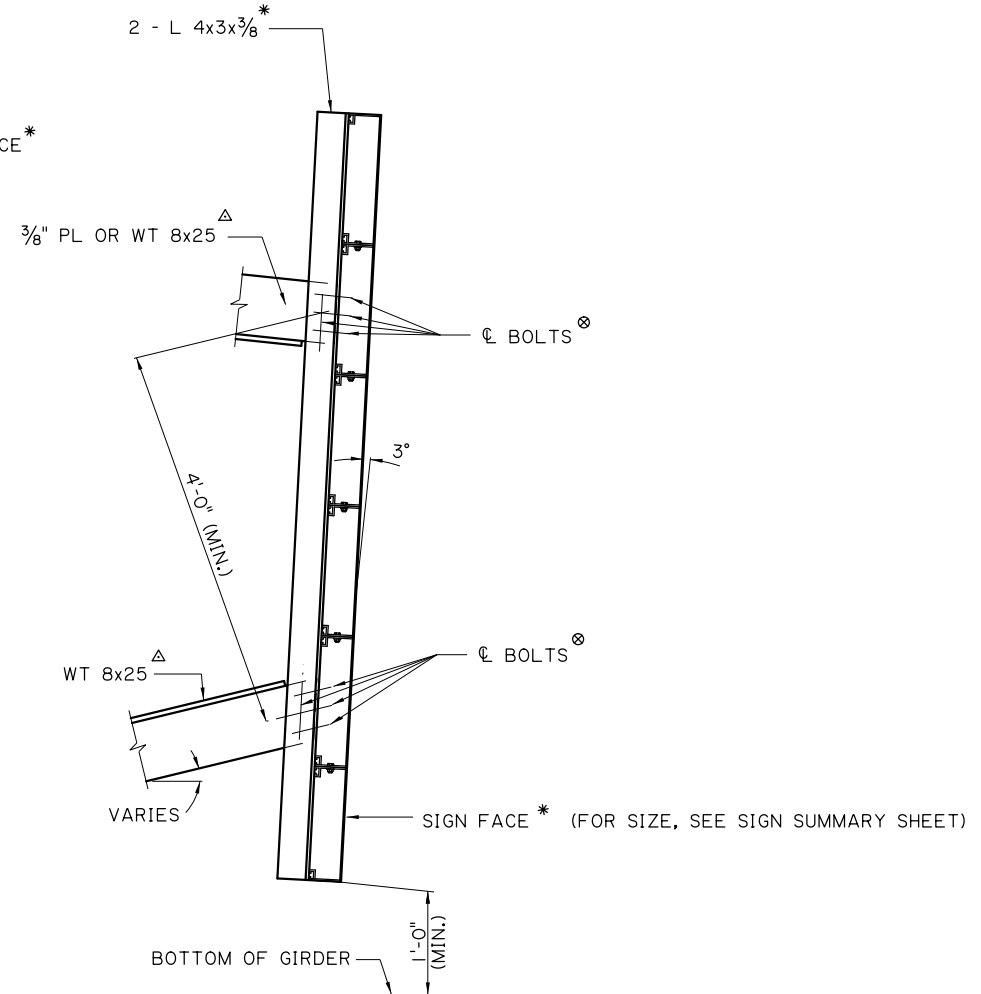
BARRIER RAIL BRACKET



PRESTRESSED CONCRETE GIRDER BRACKET



STEEL GIRDER BRACKET



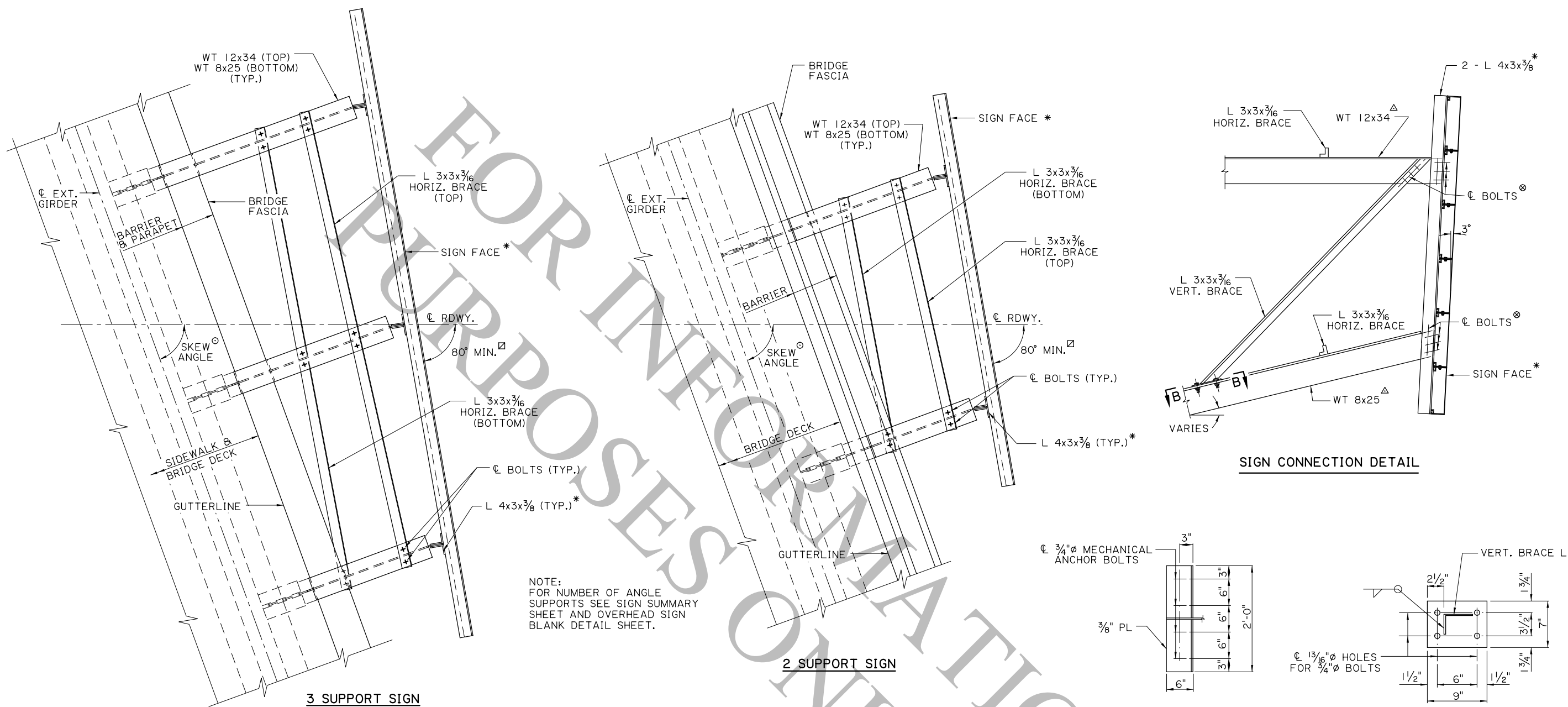
ELEVATION

SIGN CONNECTION DETAIL

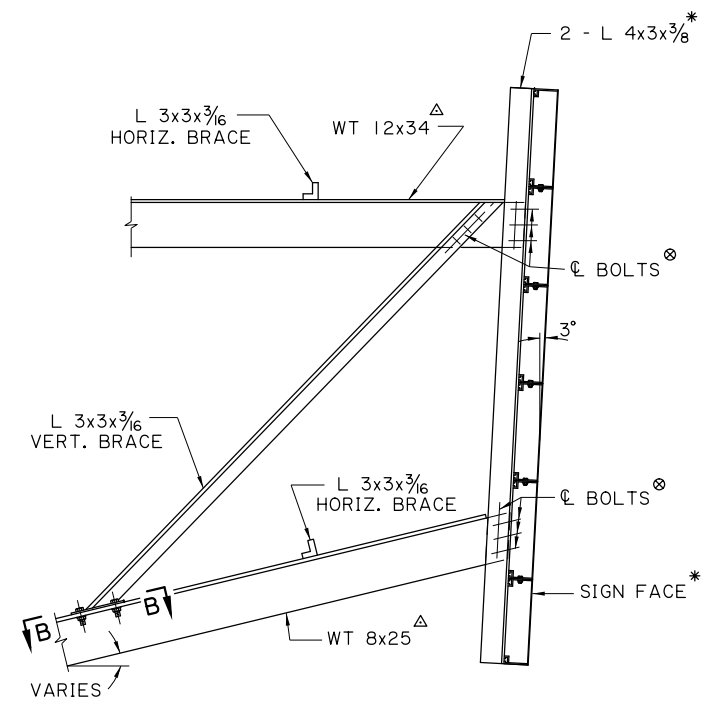
NOTES:

- THIS SHEET TO BE USED WITH WIND LOAD MAP AND GENERAL NOTES
- ALL BRACKET MEMBERS SHALL BE STEEL (A-36), UNLESS OTHERWISE NOTED, BOLTS TO BE 3/4" ASTM A-325 AND BE GALVANIZED. BOLTS SHALL HAVE TWO (2) FLAT WASHERS, ONE (1) LOCK WASHER & ONE (1) HEX NUT, ALL GALVANIZED.
- DAMAGED GALVANIZED SURFACES SHALL BE REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.
- DIMENSIONS OF EXISTING BRIDGE MEMBERS TO BE OBTAINED IN FIELD PRIOR TO FABRICATION OF MOUNTING BRACKET BY THE CONTRACTOR AND ADJUSTED AS DIRECTED BY THE PROJECT ENGINEER.
- NUMBER OF POST, CURB OR GIRDER BRACKETS REQUIRED SHALL BE DETERMINED IN THE FIELD (WITH TWO (2) EACH MIN.) FOR EACH SIGN LOCATION, AS DIRECTED BY THE PROJECT ENGINEER.
- UNLESS OTHERWISE NOTED, PAYMENT SHALL BE MADE UNDER ITEM 729-13-00100 "SIGN SUPPORT (BRIDGE FASCIA MOUNTED)" PER EACH.
- MECHANICAL ANCHOR SYSTEM SHALL BE FROM THE APPROVED MATERIALS LIST AND SHALL BE GALVANIZED.
- \* PAYMENT TO BE UNDER ITEM 729-06-00100.
- ⊗ SLOT ONE HOLE AND FIELD DRILL THE OTHERS
- △ LENGTH VARIES.
- ⊕ WHEN DIMENSIONS EXCEED 2'-6", SEE SIDEWALK BARRIER RAIL BRACKET DETAIL, SHEET 15 OF 15.

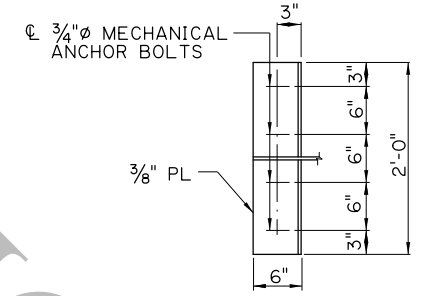
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	K. BRAUNER	CHECK	P. FOSSIER	DRAWN	I. KOURILOVA	REVIEW	C. GAUDRY
APPROVED BY CHIEF ENGINEER:		DATE:		SERIES #		OF	
		8/25/2025		14		15	
REVISION OR CHANGE ORDER DESCRIPTION							
NO. DATE							
<b>OVERHEAD TRAFFIC SIGNS</b> FASCIA MOUNTED BRACKETS (STEEL)							
STANDARD PLAN							



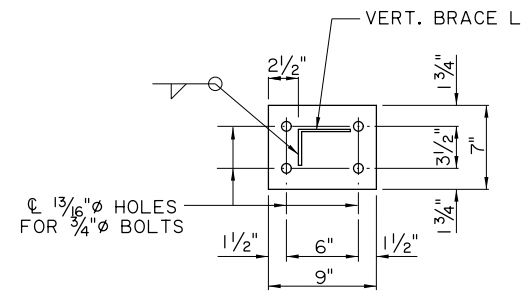
NOTE:  
FOR NUMBER OF ANGLE  
SUPPORTS SEE SIGN SUMMARY  
SHEET AND OVERHEAD SIGN  
BLANK DETAIL SHEET.



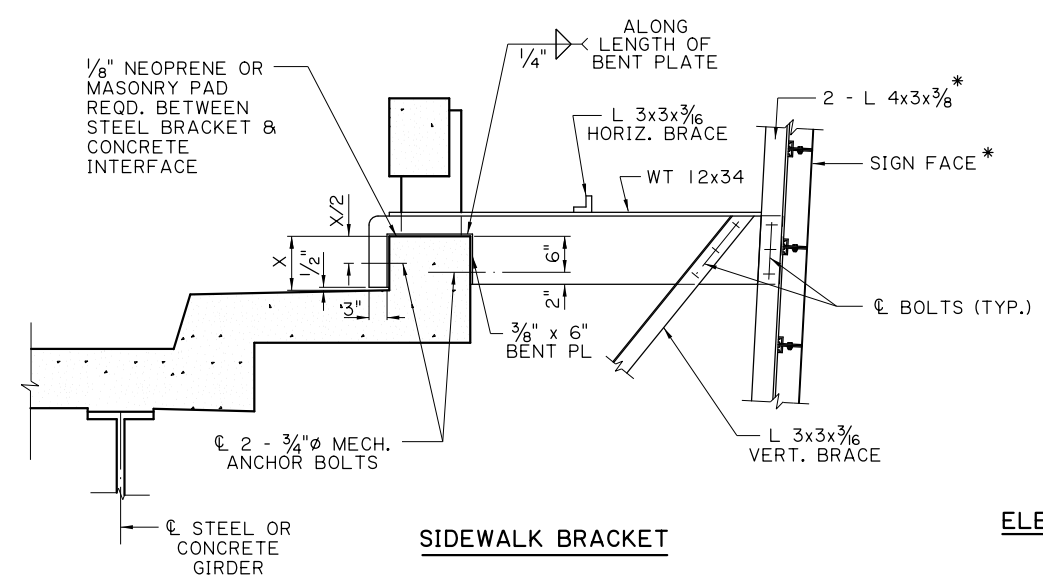
SIGN CONNECTION DETAIL



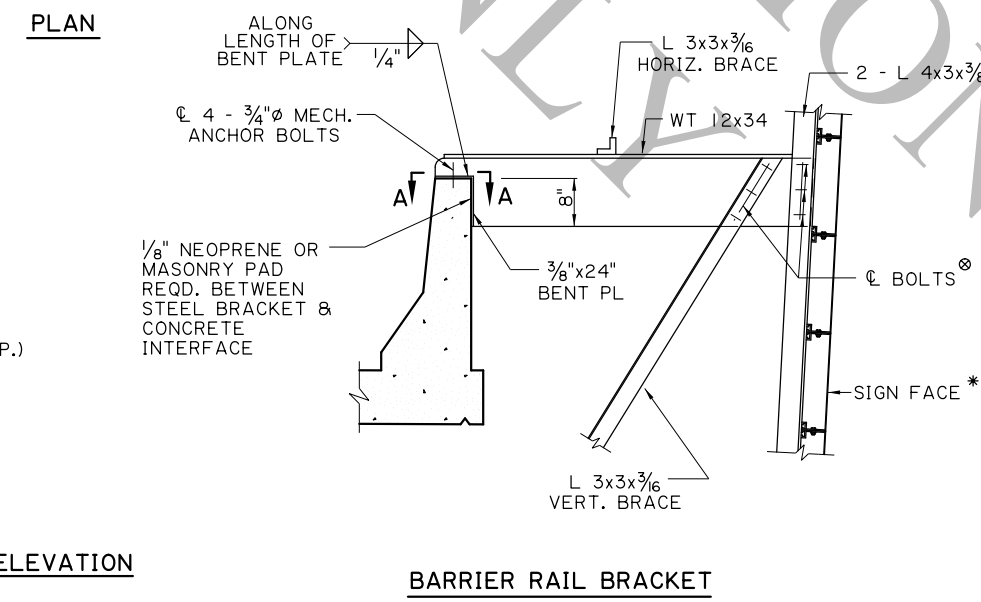
SECTION A-A



SECTION B-B



SIDEWALK BRACKET



BARRIER RAIL BRACKET

LATERAL AND VERTICAL BRACING DETAILS

NOTES:

- THIS SHEET TO BE USED WITH WIND LOAD MAP AND GENERAL NOTE SHEET. ALL BRACKET MEMBERS SHALL BE STEEL (A36) AND GALVANIZED UNLESS OTHERWISE NOTED.
- \* PAYMENT TO BE UNDER ITEM 729-06-00100.
- ⊗ SLOT ONE HOLE AND FIELD DRILL THE OTHERS
- △ LENGTH VARIES
- ⊙ 35° ≤ SKEW ANGLE ≤ 80°
- ⊠ WHEN USED OVER A CURVED SECTION OF ROADWAY, THE ANGLE SHALL BE ADJUSTED TO PLACE SIGN PERPENDICULAR TO THE CURVE OR AS DIRECTED BY THE PROJECT ENGINEER.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	K. BRAUNER	CHECK	P. FOSSIER	DETAIL	I. KOURILOVA	CHECK	K. BRAUNER
APPROVED BY CHIEF ENGINEER:	[Signature]		DATE:	8/25/2025			
REVISION OR CHANGE ORDER DESCRIPTION	NO.	DATE	BY	TS-OH			
<b>OVERHEAD TRAFFIC SIGNS</b> FASCIA MOUNTED BRACKETS (STEEL)							
STANDARD PLAN							