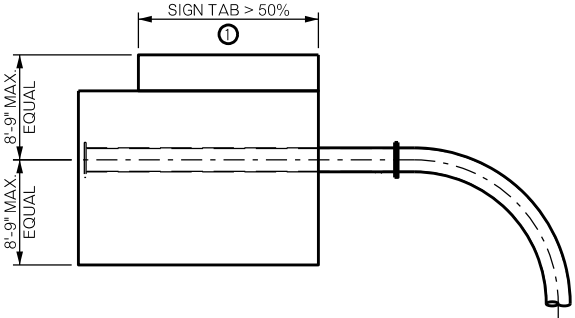
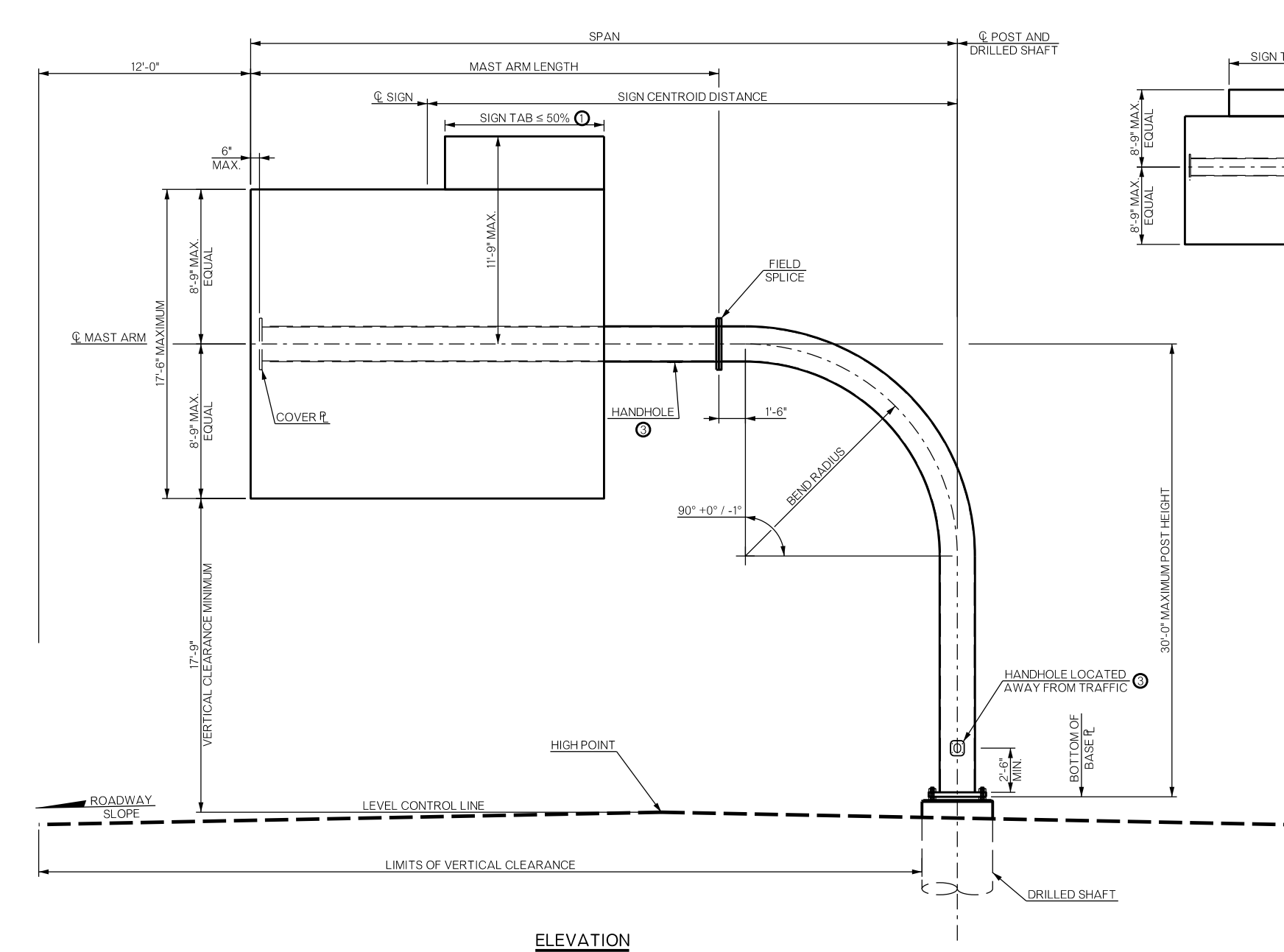
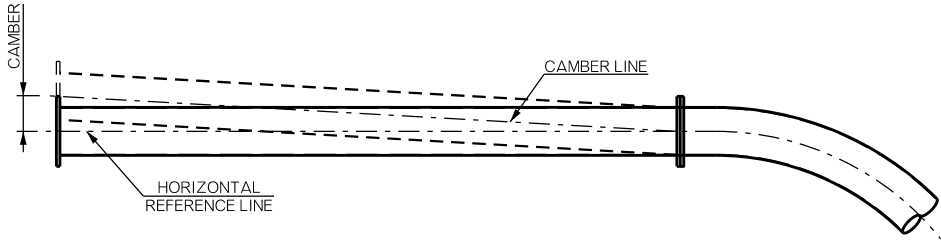


| SCHEDULE OF DIMENSIONS |      |                       |                     |                                         |                 |               |                     |                         |        |              |           |                      |                 |               |                    |            |           |                      |                 |               |                    |                        |                 |                 |          |                       |               |                    |  |
|------------------------|------|-----------------------|---------------------|-----------------------------------------|-----------------|---------------|---------------------|-------------------------|--------|--------------|-----------|----------------------|-----------------|---------------|--------------------|------------|-----------|----------------------|-----------------|---------------|--------------------|------------------------|-----------------|-----------------|----------|-----------------------|---------------|--------------------|--|
| DESIGN INFORMATION     |      |                       |                     |                                         | STRUCTURAL PIPE |               |                     |                         |        | SPLICE PLATE |           |                      |                 |               |                    | BASE PLATE |           |                      |                 |               |                    | DRILLED SHAFT          |                 |                 |          | ANCHOR PLATE TEMPLATE |               |                    |  |
| DESIGN NO.             | SPAN | MAXIMUM SPAN COVERAGE | MAXIMUM SIGN AREA   | MOMENT AREA THRESHOLD (VERTICAL AXIS) ② | BEND RADIUS     | PIPE DIAMETER | POST WALL THICKNESS | MAST ARM WALL THICKNESS | CAMBER | DIAMETER     | THICKNESS | BOLT CIRCLE DIAMETER | NUMBER OF BOLTS | BOLT DIAMETER | BOLT HOLE DIAMETER | DIAMETER   | THICKNESS | BOLT CIRCLE DIAMETER | NUMBER OF BOLTS | BOLT DIAMETER | BOLT HOLE DIAMETER | DRILLED SHAFT DIAMETER | EMBEDMENT DEPTH | VERTICAL REINF. | DIAMETER | BOLT CIRCLE DIAMETER  | BOLT DIAMETER | BOLT HOLE DIAMETER |  |
| C1                     | 20'  | 80%                   | 280 FT <sup>2</sup> | 3,360 FT <sup>3</sup>                   | 8'-0"           | 24"           | ½"                  | ¾"                      | ⅞"     | 3'-0"        | 2"        | 2'-6"                | 20              | 1"            | 1⅞"                | 3'-0"      | 2"        | 2'-6"                | 14              | 1¼"           | 1⅝"                | 4'-0"                  | 25'-0"          | 19 - #9         | 2'-11"   | 2'-6"                 | 1¼"           | 1⅝"                |  |
| C2                     | 25'  | 80%                   | 350 FT <sup>2</sup> | 5,250 FT <sup>3</sup>                   | 8'-0"           | 24"           | 1"                  | ¾"                      | 1¼"    | 3'-0"        | 2"        | 2'-6"                | 24              | 1¼"           | 1⅝"                | 3'-0"      | 2¾"       | 2'-6"                | 16              | 1½"           | 1⅝"                | 4'-0"                  | 28'-0"          | 19 - #9         | 2'-11"   | 2'-6"                 | 1½"           | 1⅝"                |  |
| C3                     | 30'  | 60%                   | 315 FT <sup>2</sup> | 6,615 FT <sup>3</sup>                   | 10'-0"          | 30"           | ⅝"                  | ¾"                      | 1⅝"    | 3'-8"        | 2"        | 3'-2"                | 20              | 1¼"           | 1⅝"                | 3'-8"      | 2"        | 3'-2"                | 16              | 1½"           | 1⅝"                | 4'-6"                  | 27'-0"          | 19 - #10        | 3'-7"    | 3'-2"                 | 1½"           | 1⅝"                |  |
| C4                     | 30'  | 80%                   | 420 FT <sup>2</sup> | 7,560 FT <sup>3</sup>                   | 10'-0"          | 36"           | ½"                  | ¾"                      | 1¼"    | 4'-3"        | 2"        | 3'-9"                | 16              | 1¼"           | 1⅝"                | 4'-3"      | 2"        | 3'-9"                | 14              | 1¾"           | 1⅞"                | 5'-0"                  | 30'-0"          | 24 - #10        | 4'-2"    | 3'-9"                 | 1¾"           | 1⅞"                |  |
| C5                     | 35'  | 40%                   | 245 FT <sup>2</sup> | 6,860 FT <sup>3</sup>                   | 10'-0"          | 36"           | ½"                  | ¾"                      | 1½"    | 4'-3"        | 2"        | 3'-9"                | 12              | 1¼"           | 1⅝"                | 4'-3"      | 2"        | 3'-9"                | 12              | 1¾"           | 1⅞"                | 5'-0"                  | 25'-0"          | 24 - #10        | 4'-2"    | 3'-9"                 | 1¾"           | 1⅞"                |  |
| C6                     | 35'  | 60%                   | 367 FT <sup>2</sup> | 9,003 FT <sup>3</sup>                   | 10'-0"          | 36"           | ¾"                  | ¾"                      | 1½"    | 4'-3"        | 2"        | 3'-9"                | 16              | 1¼"           | 1⅝"                | 4'-3"      | 2½"       | 3'-9"                | 12              | 1¾"           | 1⅞"                | 5'-0"                  | 29'-0"          | 24 - #10        | 4'-2"    | 3'-9"                 | 1¾"           | 1⅞"                |  |
| C7                     | 35'  | 80%                   | 490 FT <sup>2</sup> | 10,290 FT <sup>3</sup>                  | 10'-0"          | 36"           | ¾"                  | ¾"                      | 1⅝"    | 4'-3"        | 2"        | 3'-9"                | 16              | 1¼"           | 1⅝"                | 4'-3"      | 2½"       | 3'-9"                | 14              | 1¾"           | 1⅞"                | 5'-0"                  | 32'-0"          | 24 - #10        | 4'-2"    | 3'-9"                 | 1¾"           | 1⅞"                |  |
| C8                     | 40'  | 40%                   | 280 FT <sup>2</sup> | 8,960 FT <sup>3</sup>                   | 10'-0"          | 36"           | ¾"                  | ¾"                      | 1⅞"    | 4'-3"        | 2"        | 3'-9"                | 16              | 1¼"           | 1⅝"                | 4'-3"      | 2½"       | 3'-9"                | 12              | 1¾"           | 1⅞"                | 5'-0"                  | 27'-0"          | 24 - #10        | 4'-2"    | 3'-9"                 | 1¾"           | 1⅞"                |  |
| C9                     | 40'  | 60%                   | 420 FT <sup>2</sup> | 11,760 FT <sup>3</sup>                  | 10'-0"          | 36"           | ¾"                  | ½"                      | 1⅞"    | 4'-3"        | 2"        | 3'-9"                | 20              | 1¼"           | 1⅝"                | 4'-3"      | 2½"       | 3'-9"                | 16              | 1¾"           | 1⅞"                | 5'-0"                  | 31'-0"          | 24 - #10        | 4'-2"    | 3'-9"                 | 1¾"           | 1⅞"                |  |
| C10                    | 40'  | 80%                   | 560 FT <sup>2</sup> | 13,440 FT <sup>3</sup>                  | 10'-0"          | 36"           | ⅞"                  | ½"                      | 1¾"    | 4'-3"        | 2"        | 3'-9"                | 20              | 1¼"           | 1⅝"                | 4'-3"      | 3"        | 3'-9"                | 18              | 1¾"           | 1⅞"                | 5'-0"                  | 34'-0"          | 24 - #10        | 4'-2"    | 3'-9"                 | 1¾"           | 1⅞"                |  |



SIGN TAB DETAIL



CAMBER DIAGRAM

- ① FOR SIGN TABS EXCEEDING 50% OF THE SIGN WIDTH:  
- THE SIGN INCLUDING THE SIGN TAB SHALL BE CENTERED ALONG THE HORIZONTAL AXIS OF THE MAST ARM.  
- THE SIGN HEIGHT INCLUDING THE SIGN TAB SHALL NOT EXCEED THE 17'-6" MAXIMUM HEIGHT.
- ② THE MOMENT AREA THRESHOLD (VERTICAL AXIS) IS THE SIGN AREA MULTIPLIED BY THE DISTANCE BETWEEN THE SIGN CENTERLINE AND THE POST CENTERLINE. ALL SIGN STRUCTURES SHALL MEET THE MOMENT AREA THRESHOLD SHOWN IN THE TABLE.
- ③ HANDHOLES SHALL ONLY BE INCLUDED IF STATED IN THE CONTRACT PLANS.

TRAFFIC ENGINEERING DIVISION STANDARD  
OVERHEAD MONOTUBE SIGN STRUCTURE  
CANTILEVER



APPROVED BY TRAFFIC ENGINEERING DIVISION  
AND BRIDGE DIVISION ON 8/4/2025

2019 SPECIFICATIONS

OMSSC-1

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