

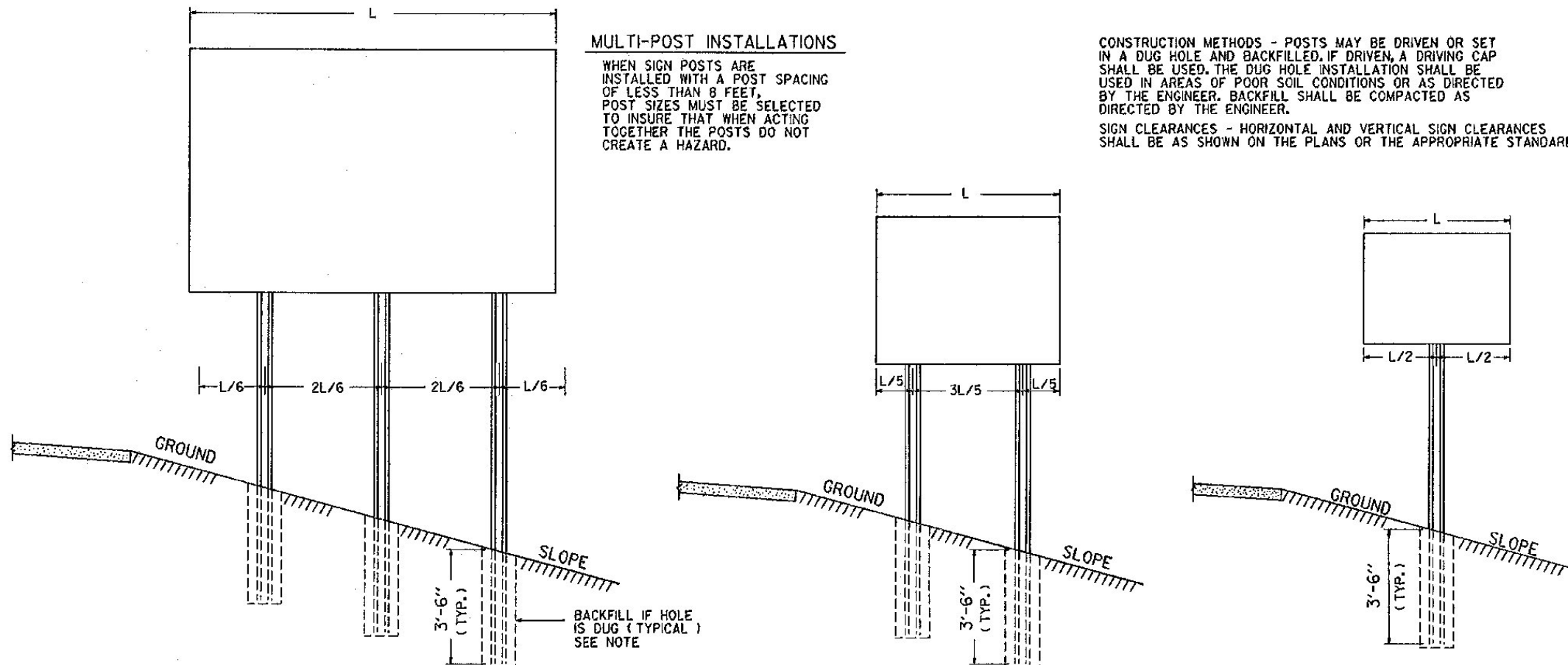
GENERAL NOTES

MULTI-POST INSTALLATIONS

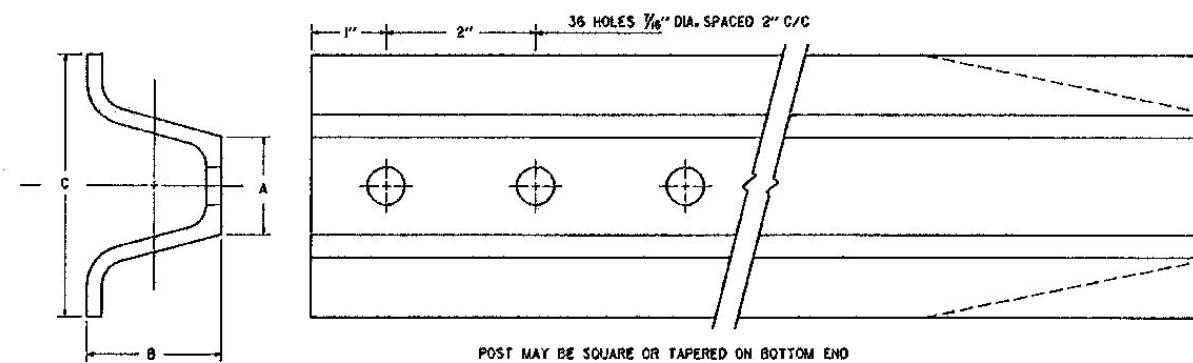
WHEN SIGN POSTS ARE INSTALLED WITH A POST SPACING OF LESS THAN 8 FEET, POST SIZES MUST BE SELECTED TO INSURE THAT WHEN ACTING TOGETHER THE POSTS DO NOT CREATE A HAZARD.

CONSTRUCTION METHODS - POSTS MAY BE DRIVEN OR SET IN A DUG HOLE AND BACKFILLED. IF DRIVEN, A DRIVING CAP SHALL BE USED. THE DUG HOLE INSTALLATION SHALL BE USED IN AREAS OF POOR SOIL CONDITIONS OR AS DIRECTED BY THE ENGINEER. BACKFILL SHALL BE COMPACTED AS DIRECTED BY THE ENGINEER.

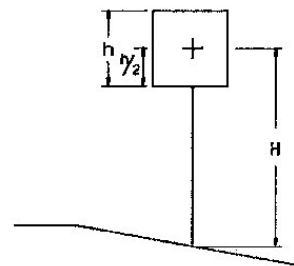
SIGN CLEARANCES - HORIZONTAL AND VERTICAL SIGN CLEARANCES SHALL BE AS SHOWN ON THE PLANS OR THE APPROPRIATE STANDARD SHEET.



POST SPACING DETAILS



POST MAY BE SQUARE OR TAPERED ON BOTTOM END



SINGULAR 2 LB AND 2.5 LB PER FOOT POSTS SHALL ONLY BE USED IN URBAN AREAS.

| POST SELECTION CHART   |     |   |
|--|-----|---|
| SIGN AREA (FT <sup>2</sup> ) x H (FT) ≤ SV (SELECTION VALUE) |     |   |
| POST SIZE  | SV  | DESIGN CRITERIA   |
| 2 LB/FT. (ONE POST INSTALLATION)                             | 32  | WIND SPEED = 60 MPH (10-YEAR MEAN RECURRENCE INTERVAL)<br>WIND PRESSURE = 12 PSF<br>STEEL MIN YIELD F <sub>y</sub> = 50,000 PSI<br>ALLOWABLE STRESS = (1.4) 0.55 F <sub>y</sub> |
| 2 LB/FT. (TWO POST INSTALLATION)                             | 62  |   |
| 2.5 LB/FT.   | 77  |   |
| 3 LB/FT.   | 107 |   |

| POST SIZE POUNDS PER LINEAR FOOT | DIMENSIONS |          |         | PLASTIC SECTION MODULUS, Z |
|----------------------------------|------------|----------|---------|----------------------------|
|                                  | A          | B        | C       |                            |
| 2                                | 1 9/32"    | 1 3/64"  | 3 1/16" | 0.26 IN. <sup>3</sup>      |
| 2 1/2                            | 1 9/32"    | 1 35/64" | 3 1/16" | 0.40 IN. <sup>3</sup>      |
| 3                                | 1 5/16"    | 1 7/8"   | 3 1/2"  | 0.53 IN. <sup>3</sup>      |

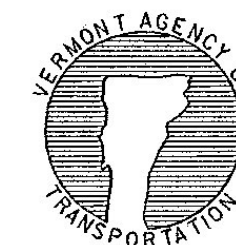
SIMILAR DIMENSIONS ARE ACCEPTABLE, HOWEVER PLASTIC SECTION MODULUS VALUES SHALL NOT BE EXCEEDED.

REVISIONS AND CORRECTIONS  
MARCH 1, 1988 - FHWA REVIEW COMMENTS

APPROVED

SEPT. 10, 1987  
DATE  
*David W. Kelley*  
CHIEF ENGINEER  
*Arthur J. Ryan*  
DIRECTOR OF PLANNING  
AND PRE-CONSTRUCTION  
*Gordon B. MacArthur*  
TRAFFIC AND SAFETY ENGINEER

FLANGED CHANNEL  
STEEL SIGN POST



STANDARD  
E-160