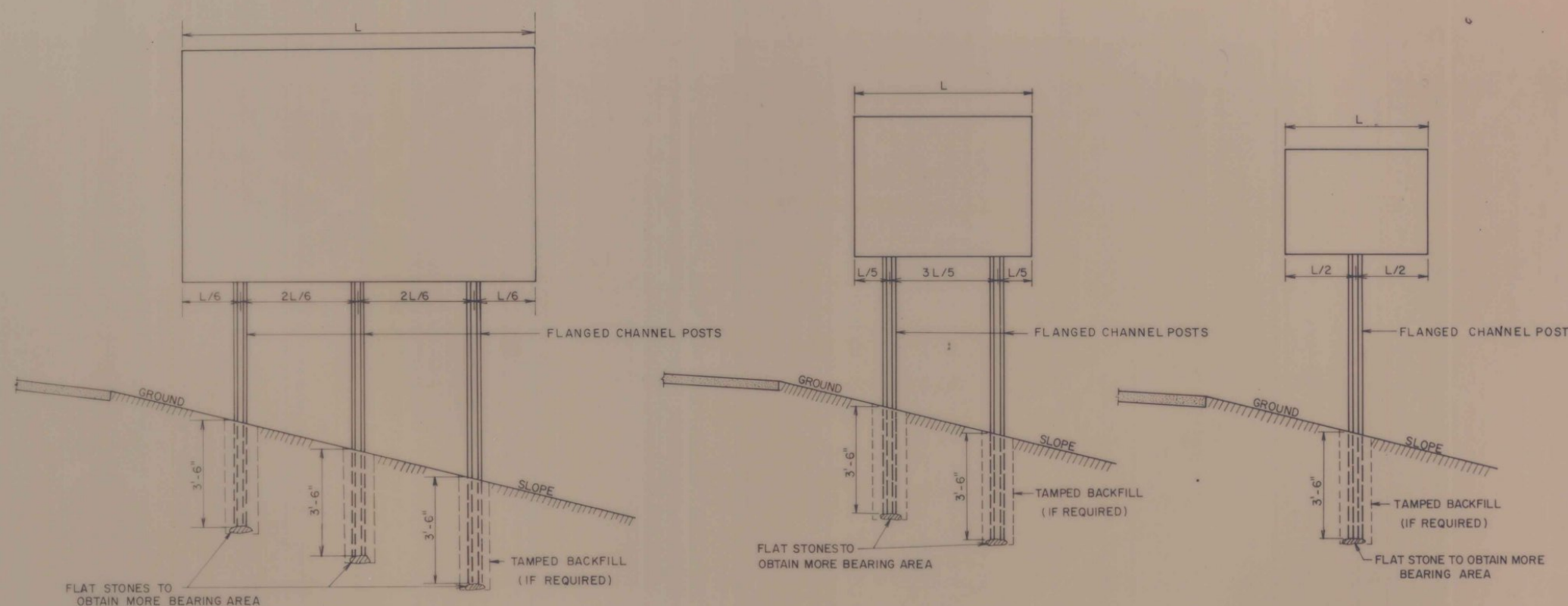


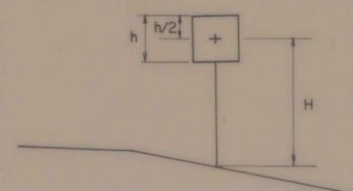
GENERAL NOTES

ALL MATERIAL SHALL BE AS SPECIFIED UNDER SECTION
675 - 675 - TRAFFIC SIGNS

CONSTRUCTION METHODS - POSTS MAY BE DRIVEN OR SET
IN A DUG HOLE AND BACKFILLED. IF DRIVEN, A DRIVING CAP
SHALL BE USED. IF SET IN A DUG HOLE, THE EXCAVATION
AND BACKFILL WILL NOT BE PAID FOR SEPARATELY, BUT SHALL
BE CONSIDERED AS BEING INCLUDED IN UNIT PRICES FOR OTHER
ITEMS IN THE CONTRACT. THE DUG HOLE INSTALLATION SHALL
BE USED IN AREAS OF POOR SOIL CONDITIONS OR AS DIRECTED
BY THE ENGINEER.



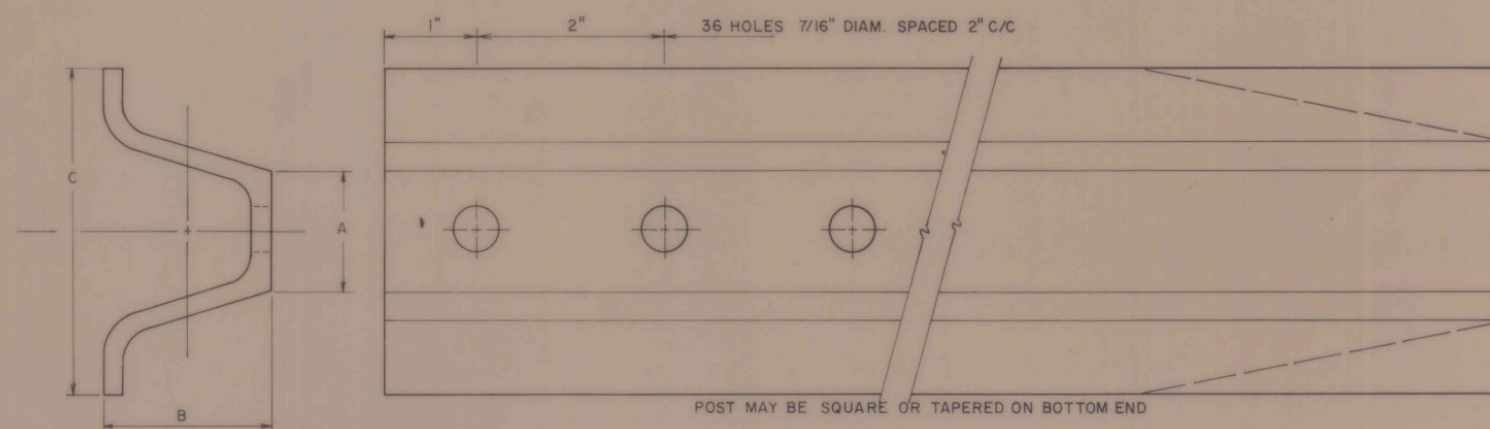
IN AREAS WHERE LEDGE ROCK IS ENCOUNTERED STEEL
POSTS WILL BE SET AND GROUTED 12" DEEP IN THE LEDGE.



POST SELECTION CHART		
SIGN AREA (FT ²) x H (FT) ≤ Sv (SELECTION VALUE)		
POST SIZE	Sv	DESIGN CRITERIA
2 LB/FT.	62	WIND SPEED = 60 MPH (10-YEAR MEAN RECURRENCE INTERVAL) WIND PRESSURE = 12 PSF STEEL MIN YIELD Fy = 50,000 PSI ALLOWABLE STRESS = (1/4) 0.55 Fy
2 1/2 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 31/64"	3 1/16"	0.26 IN ³
2 1/2	1 9/32"	1 35/64"	3 1/16"	0.40 IN ³
3	1 5/16"	1 7/8"	3 1/2"	0.53 IN ³

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



REVISIONS AND CORRECTIONS
FEB. 8, 1978 - HEIGHT OF SIGNS ADDED.
DEC. 15, 1978 - RAIL STEEL DELETED
JAN. 8, 1981 - ADDED POST SIZE & SELECTION CHARTS;
REVISED NOTES & DIMENSIONS
FEB. 3, 1986 - UPDATED TO 1986
SPECIFICATIONS

APPROVED

Nov 24, 1976
DATE
C. H. Stickney
CHIEF ENGINEER
R. O. Mann
ASST. CHIEF ENGINEER
Loren C. Jones
HIGHWAY ENGINEER

FLANGED CHANNEL STEEL SIGN SUPPORTS



STANDARD
E 24 - A