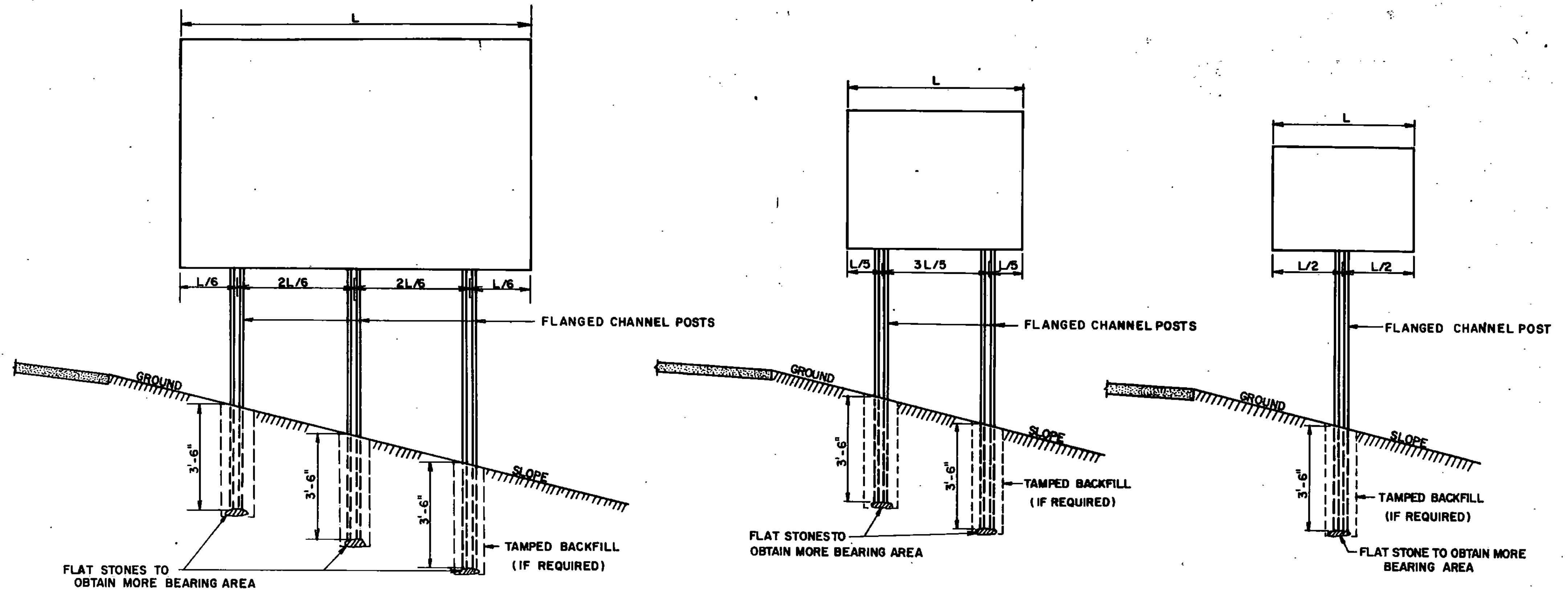


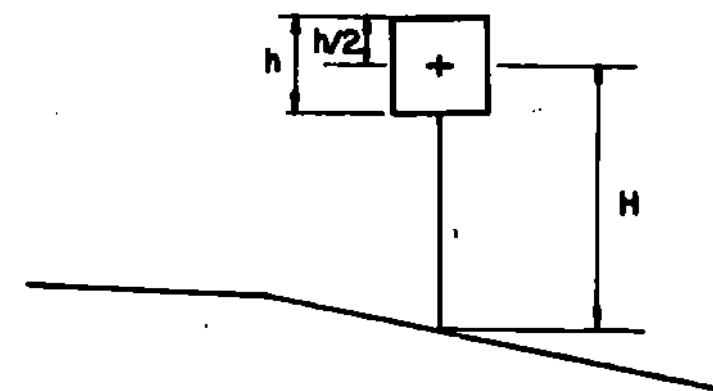
GENERAL NOTES

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.



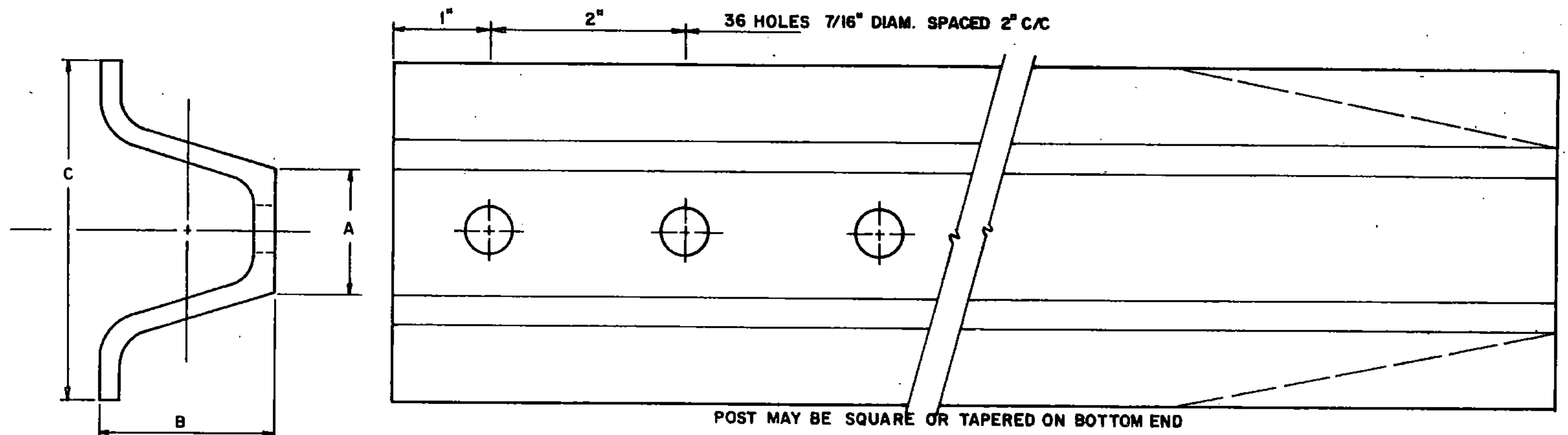
IN AREAS WHERE LEDGE ROCK IS ENCOUNTERED STEEL POSTS WILL BE SET AND GROUTED 12" DEEP IN THE LEDGE.



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)0.55Fy
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

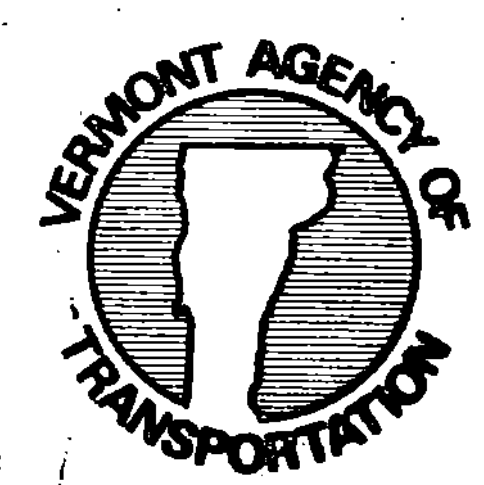
SIMILAR DIMENSIONS ARE ACCEPTABLE, HOWEVER PLASTIC SECTION MODULUS VALUES MUST NOT BE EXCEEDED.



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

FLANGED CHANNEL STEEL SIGN SUPPORTS



STANDARD
E-24-A