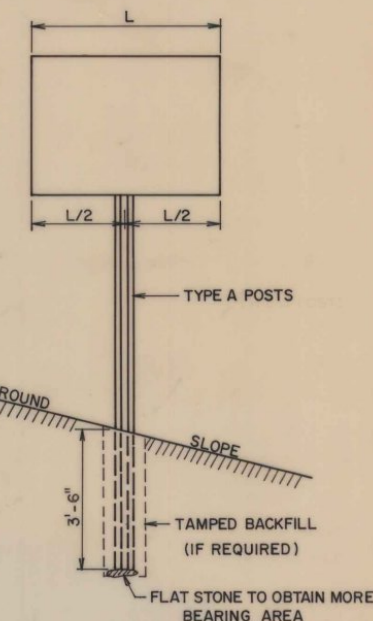
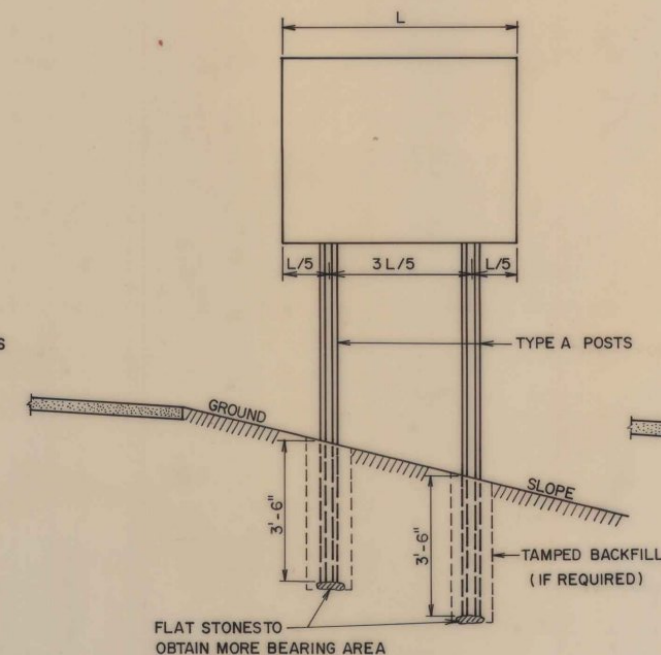
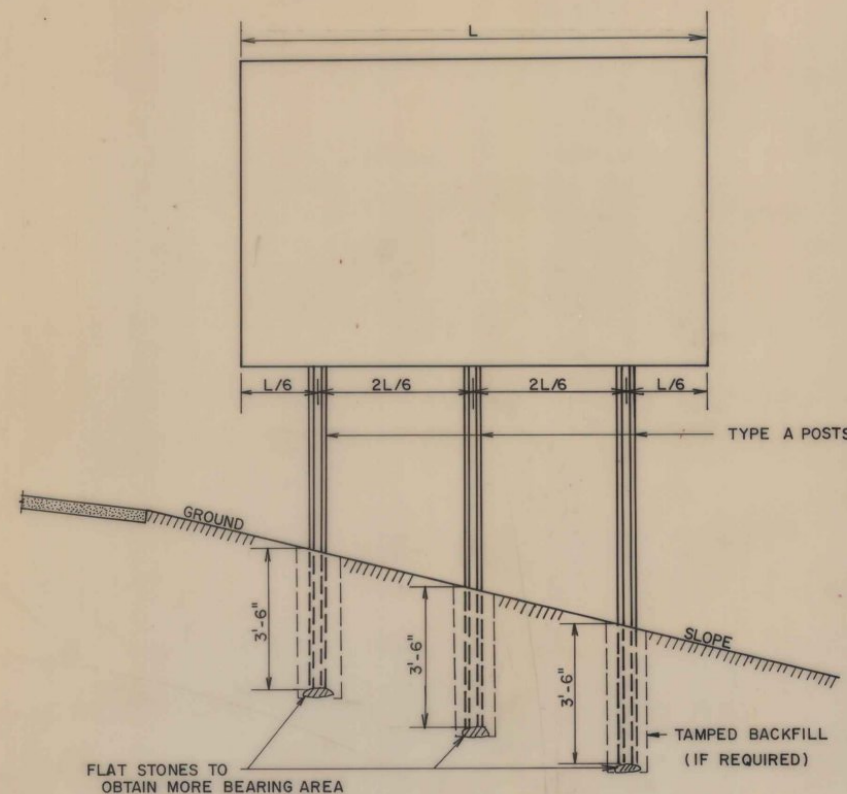


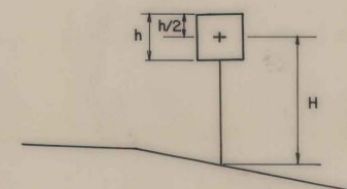
GENERAL NOTES

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.



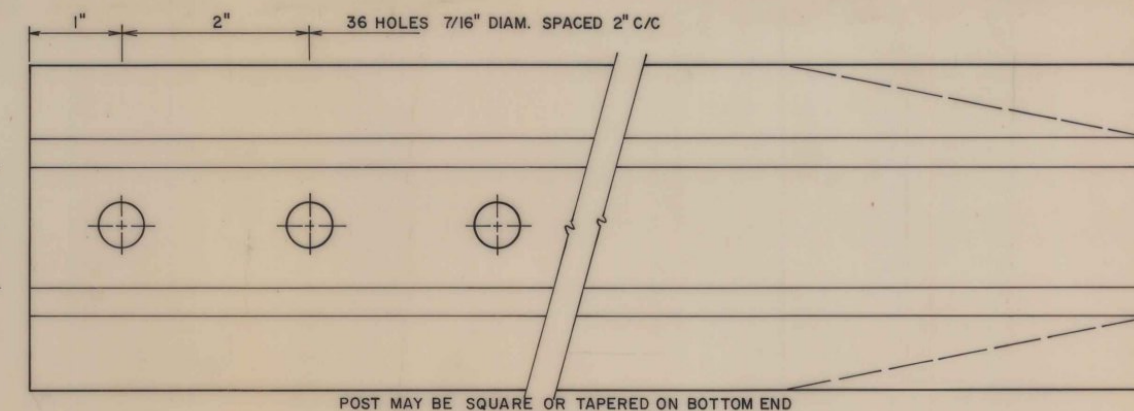
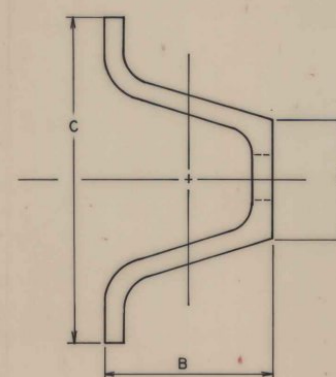
IN AREAS WHERE LEDGE ROCK IS ENCOUNTERED STEEL POSTS WILL BE SET AND GROUTED 12" DEEP IN THE LEDGE.



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

APPROVED

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

YIELDING TYPE FLANGED CHANNEL STEEL SIGN SUPPORTS



STANDARD
E 24-A