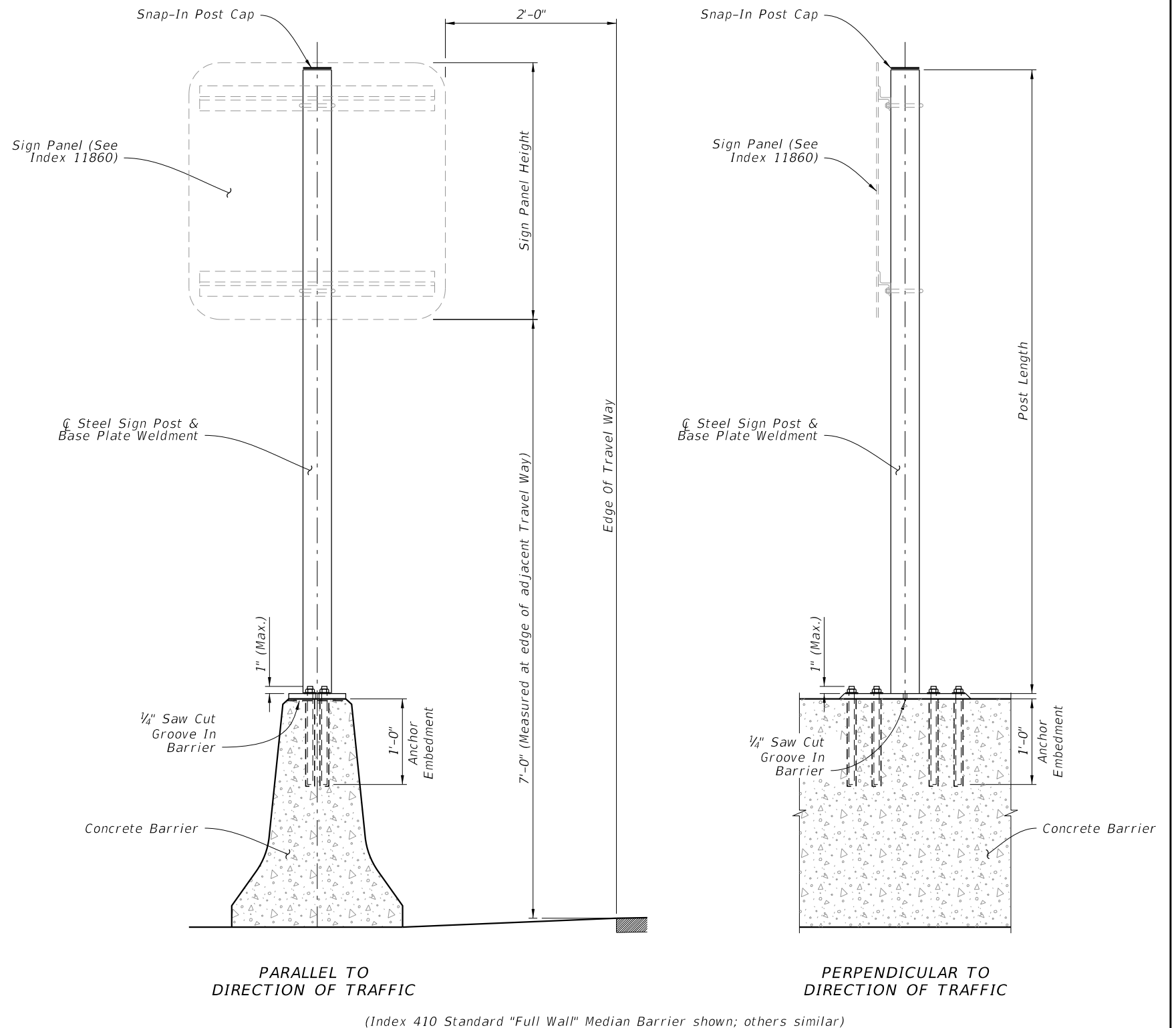


**NOTES:**

1. Work with Index 11860.
2. Shop Drawings: Not required.
3. Materials:
  - A. Steel Plate: ASTM A36 or ASTM A709 Grade 36
  - B. Steel Pipe (Support Post): ASTM A501 Schedule 40
  - C. Galvanized U-Bolts, Nuts and Plate Washer
    - a. U-Bolts: ASTM A449
    - b. Hex Nuts: ASTM A 536 Lock Nuts
    - c. Plate Washer: ASTM A 36 or ASTM A709 Grade 36 or 50
  - D. Galvanized Anchor Bolts, Nuts and Washers:
    - a. Anchor Rod: ASTM F1554 Grade 55 fully threaded (for Adhesive Anchors)
    - b. Anchor Bolts: ASTM F1554 Grade 55 Grade A Hex
    - c. Nuts: ASTM A563 Heavy Hex Locking
    - d. Washers: ASTM F436
  - E. Adhesive Anchor Bonding Material: Specification Section 931 Type HV Adhesive
  - F. Weld Material: E70XX
  - G. Snap-In Post Cap: UV and weather-resistant glass-filled polyester cap
4. Coating:
  - A. U-Bolts, Threaded Rods, Nuts and Washers: ASTM F2329
  - B. Other Steel: ASTM A123
5. Fabrication:
  - A. Weld: Specification Section 460-6.4
  - B. Hot dip galvanize after fabrication
6. Construction:
  - A. Locate Sign Support a minimum of 5 feet from an open joint or transition (sign stationing may be adjusted to accommodate this requirement)
  - B. Base plate must be flush with top of Railing
  - C. Anchors in Traffic Railings:
    - a. Install Adhesive Anchors in accordance with Specification section 416 except perform field test on one anchor per sign support location
    - b. Use template and tie anchors as necessary to maintain correct placement of C-I-P Embedded Anchors
    - c. Do not drill into existing reinforcing
  - D. Temporary Signs on Permanent Traffic Railings, Same as Permanent except field testing of anchors is not required
  - E. Temporary Signs on Temporary Railings/Barriers:
    - a. Install Sign Supports at the midpoint along the length of a single segment
    - b. Avoid drilling through existing reinforcing; use of metal detector not required.
    - c. Field testing of anchors is not required
7. Removal of Temporary Signs on Permanent Traffic Railings:
  - A. Cut anchor rods flush with the top of the railing
  - B. Coat anchors with Type F-1 epoxy to prevent corrosion
    - a. Extend coating 2 inches beyond edge of cut anchor rods
    - b. Epoxy coating 1/16" thick minimum
8. Payment:

Include the cost of all materials and labor in the cost of the single post sign assembly.

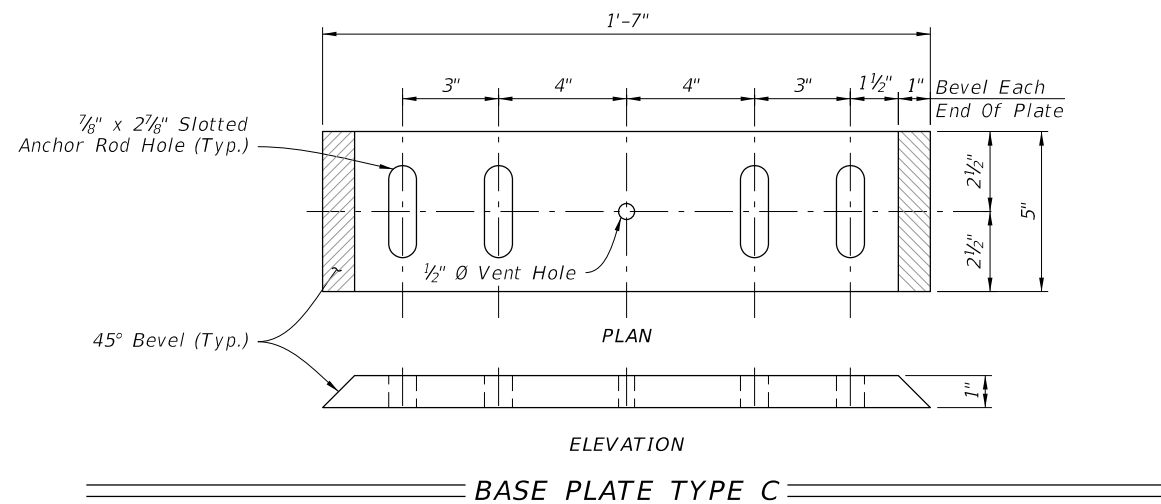
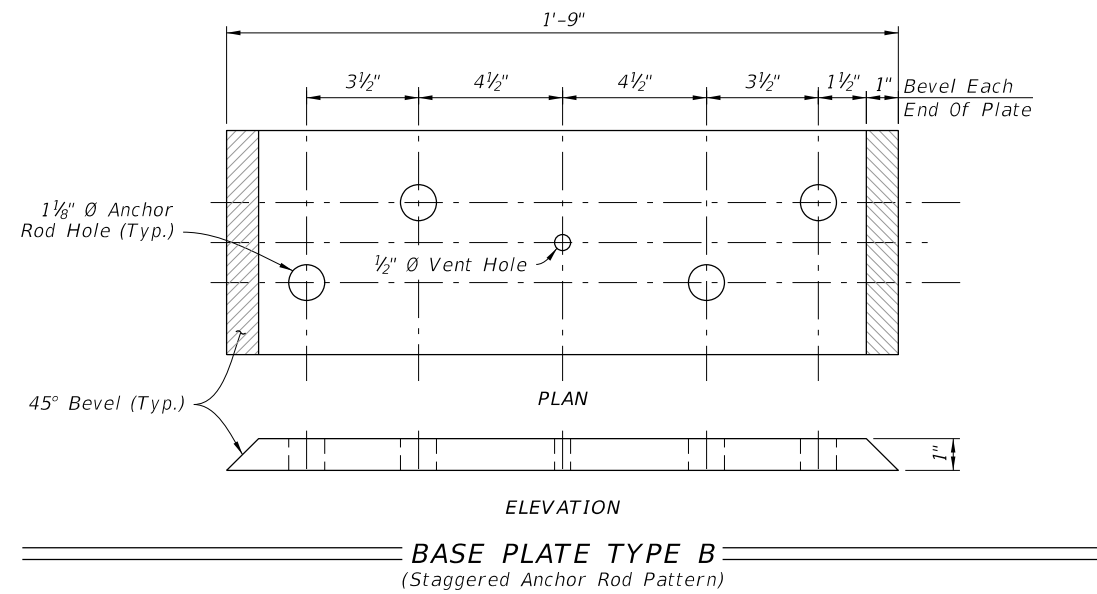
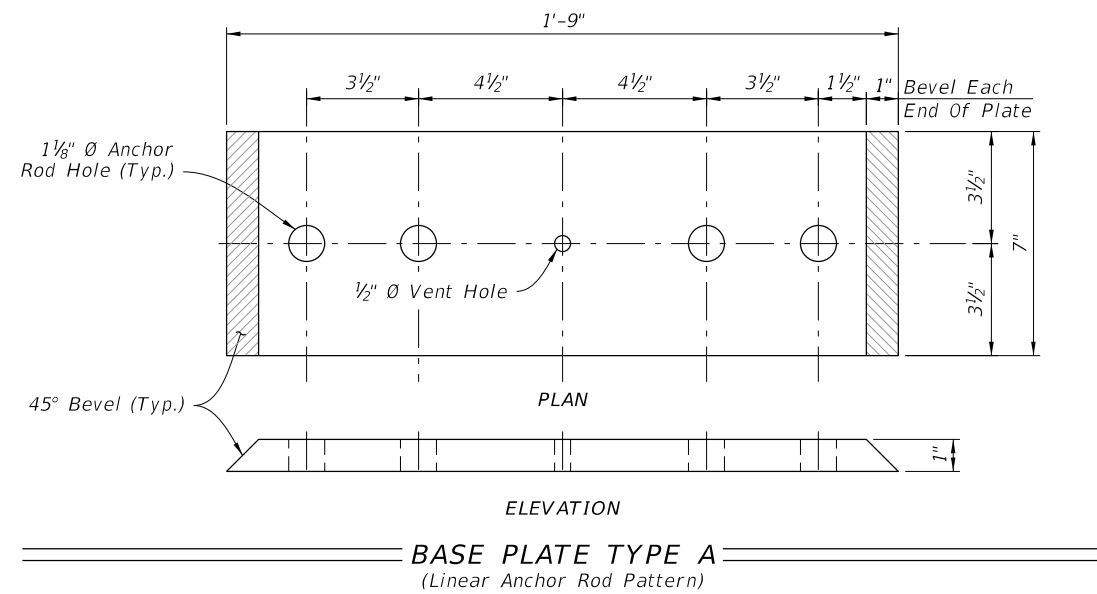
| Wind Speed (MPH)         | Max. Sign Area (SF) | Post Ø (NPS) |
|--------------------------|---------------------|--------------|
| 70 - All Temporary Signs | ≤ 24                | 3.0"         |
| 110 & 130                | < 13.5              | 3.0"         |
|                          | 13.5 < Sign < 20    | 3.5"         |
| 150                      | < 13.5              | 3.5"         |
|                          | 13.5 < Sign < 20    | 4.0"         |



ELEVATION

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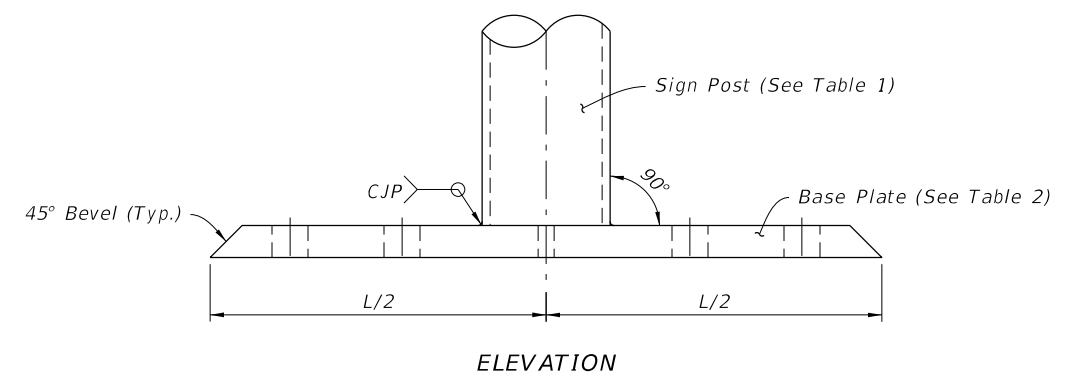
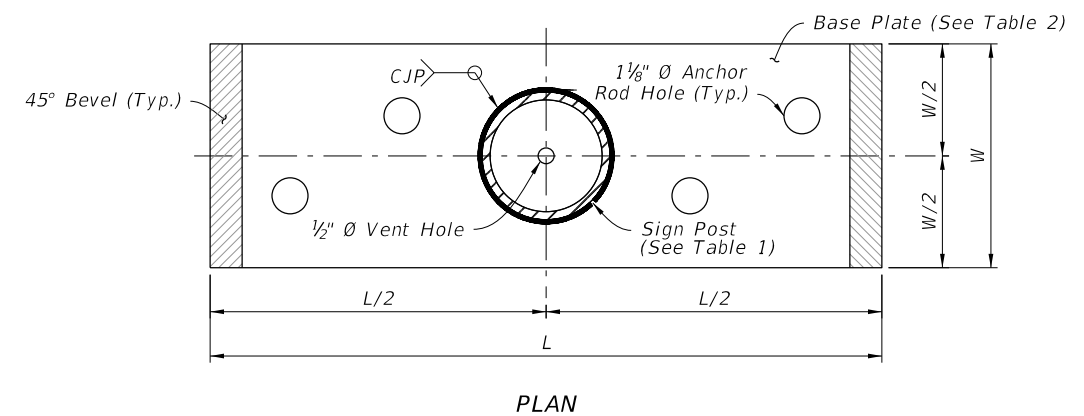
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**NOTES:**

1. Place anchor rods in a staggered or linear pattern as necessary to avoid reinforcing.
2. Use a staggered pattern for all temporary barriers.

| Index No.                       | Type/Application   | Base Plate Type | Anchor Rod $\emptyset$ |
|---------------------------------|--|-----------------|------------------------|
| 410                             | Full Wall  | B               | 1"                     |
| 410                             | Cantilever or L-Wall   | A               |                        |
| 420 & 425                       | When Clear Space between Dual Bridge Traffic Railing is $\leq$ 4'-0" | A               |                        |
| 421                             | All Applications   | A               |                        |
| All listed above Plus 414 & 415 | Temporary Signs  | C               | 3/4"                   |



**SIGN SUPPORT WELDMENT DETAIL**  
(Staggered Anchor Rod Pattern shown)

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