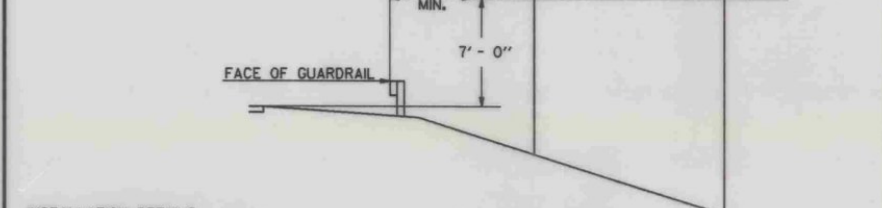


"GUARDRAIL DEFLECTION CHART"

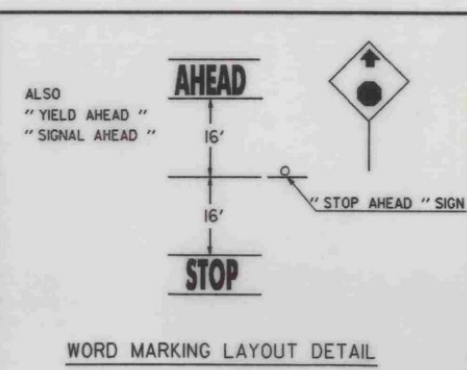
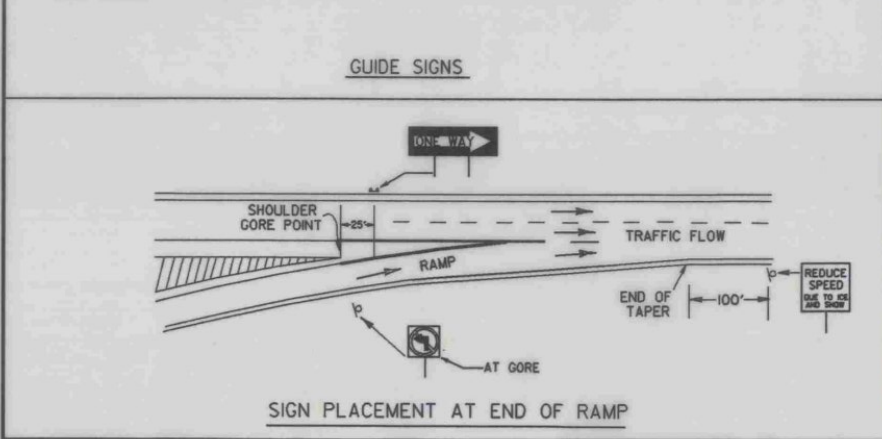
TYPE	DEFLECTION
Three Cable w/Lt. Steel Posts	12 ft.
Three Cable w/Hvy. Steel Posts	12 ft.
W-Beam w/Lt. Steel Posts	8 ft.
Box Beam w/Steel Posts	5 ft.
W-Beam w/Wood Posts	4 ft.
W-Beam w/Hvy. Steel Posts	4 ft.
Two-Rail Elliptical Aluminum	2 ft.

WHEN PLACED BEHIND GUARDRAIL AND BEYOND THE DEFLECTION DISTANCE FOR THAT PARTICULAR RAIL, SIGN POSTS DO NOT HAVE TO BE PLACED ON YIELDING SUPPORTS. SIGN POSTS SHALL BE PLACED ON YIELDING SUPPORTS WHEN THEY CAN BE STRUCK BY AN ERRANT VEHICLE LEAVING THE ROADWAY AT AN ENCROACHMENT ANGLE OF APPROXIMATELY 15 DEGREES OR LESS.

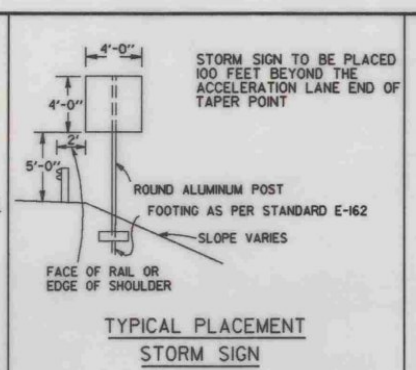


INSTALLATION DETAILS

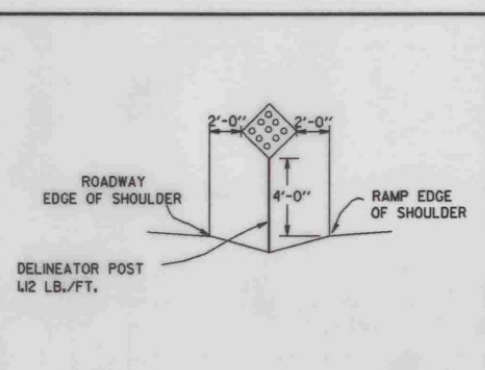
NORMALLY SIGNS SHOULD BE MOUNTED AT 93° TO THE DIRECTION OF TRAFFIC, ON CURVED ALIGNMENT THE ANGLE OF PLACEMENT SHOULD BE DETERMINED BY THE PATH OF APPROACHING TRAFFIC RATHER THAN BY THE ROADSIDE EDGE AT THE POINT WHERE THE SIGN IS LOCATED. WHEN INSTALLING OVERHEAD SIGNS, CANT THE SIGN FROM THE TOP TOWARD APPROACHING TRAFFIC AT A THREE DEGREE TILT ANGLE.



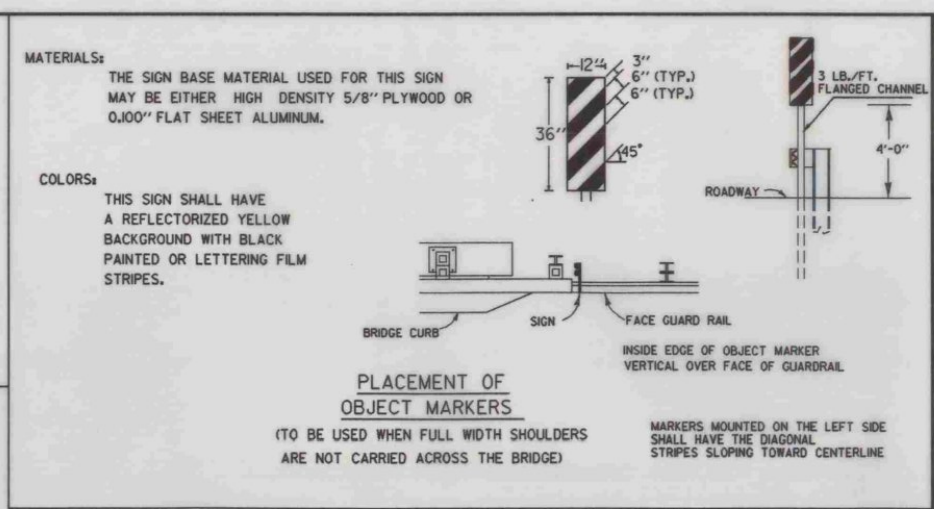
WORD MARKING LAYOUT DETAIL



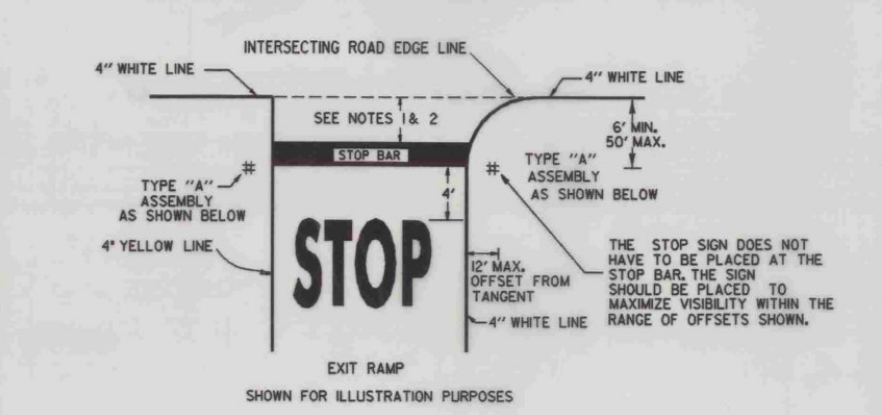
TYPICAL PLACEMENT STORM SIGN



DELINATOR POST 1/2 LB./FT.

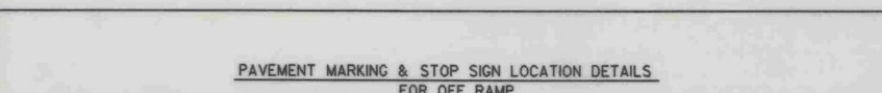


PLACEMENT OF OBJECT MARKERS (TO BE USED WHEN FULL WIDTH SHOULDERS ARE NOT CARRIED ACROSS THE BRIDGE)

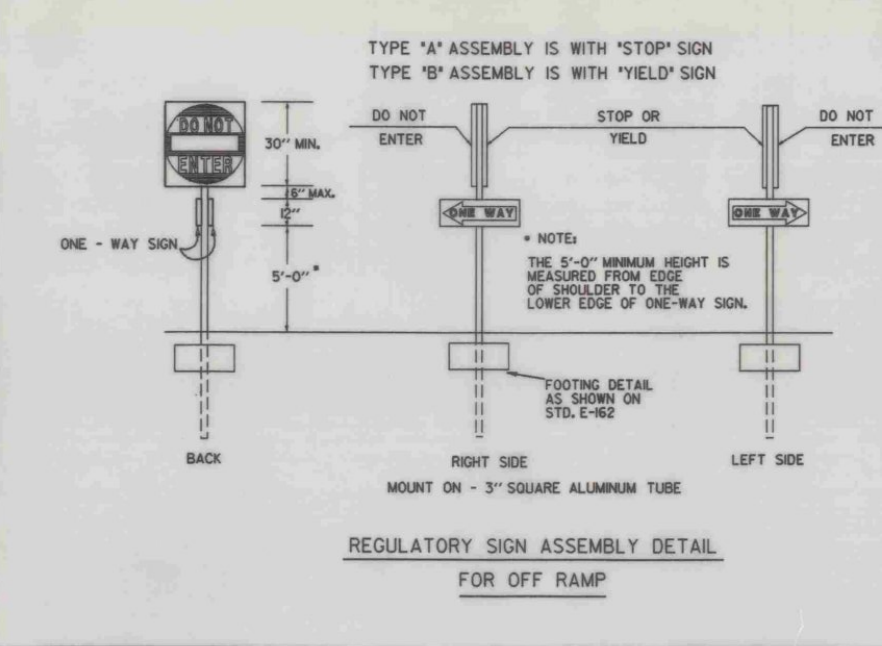


STOP SIGN PLACEMENT

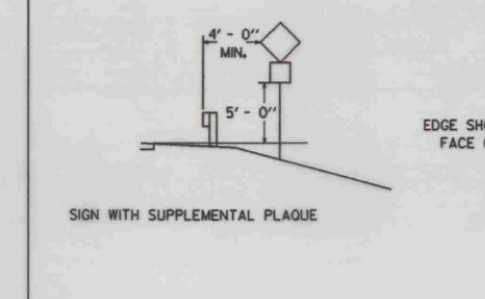
1. THE STOP BAR SHOULD BE PLACED AT THE DESIRED STOPPING POINT. IN NO CASE MORE THAN 30' OR LESS THAN 4' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
2. AT A SIGNALIZED INTERSECTION, DELETE WORDING "STOP" AND THE STOP SIGN AND PLACE STOP BAR A MINIMUM OF 40' FROM THE NEAREST SIGNAL HEAD FOR THE APPROACH.



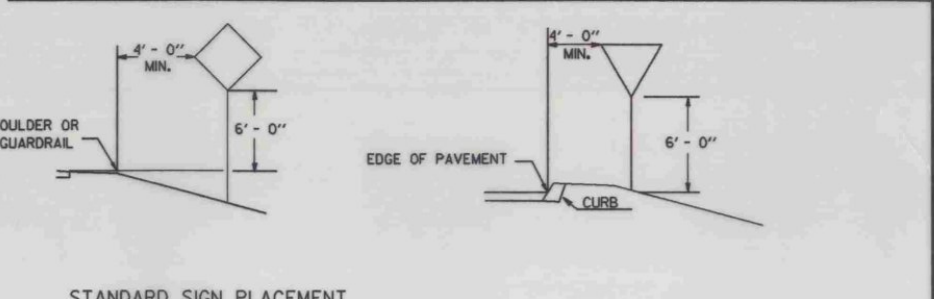
PAVEMENT MARKING & STOP SIGN LOCATION DETAILS FOR OFF RAMP



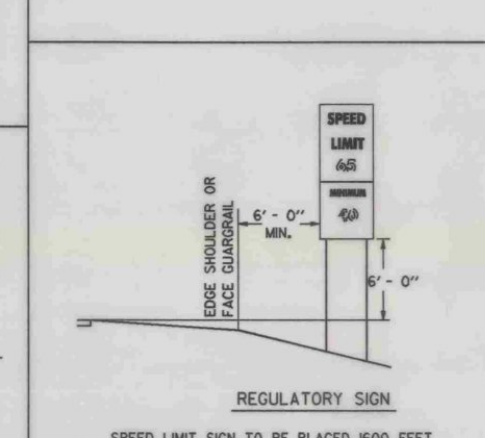
REGULATORY SIGN ASSEMBLY DETAIL FOR OFF RAMP



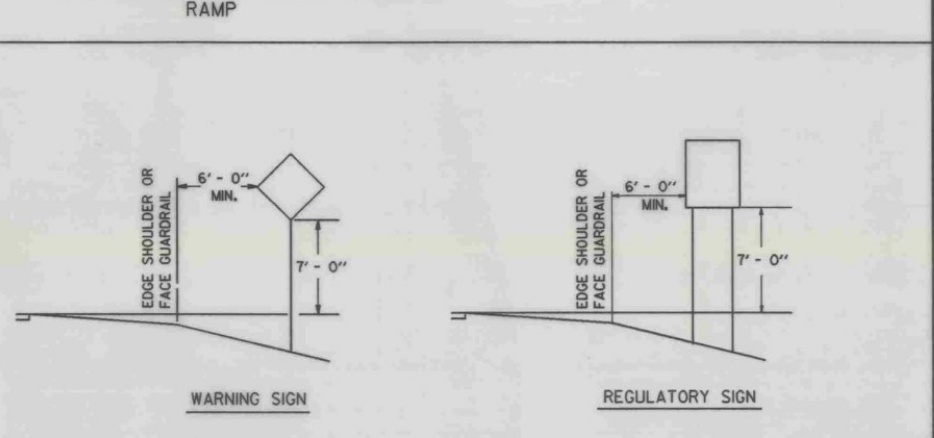
SIGN WITH SUPPLEMENTAL PLAQUE



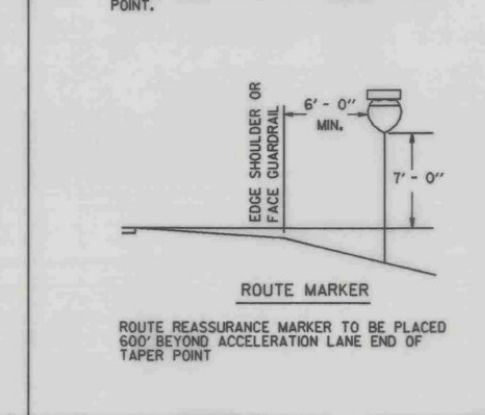
STANDARD SIGN PLACEMENT RAMP



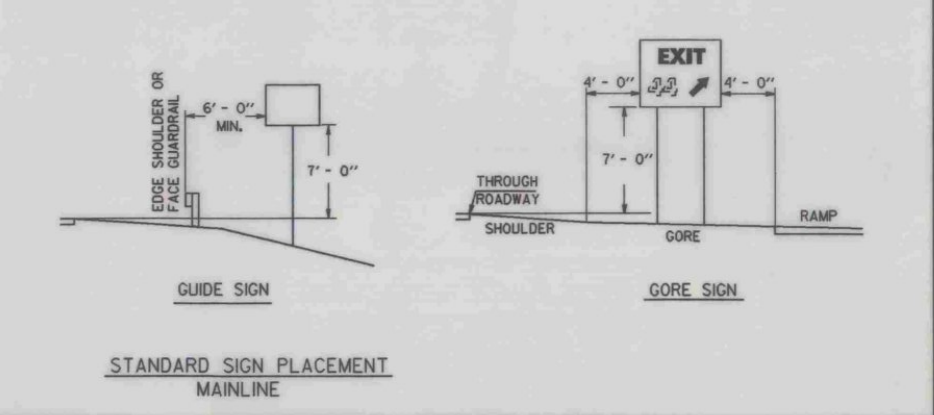
REGULATORY SIGN



WARNING SIGN



ROUTE MARKER



STANDARD SIGN PLACEMENT MAINLINE

REVISIONS AND CORRECTIONS

APPROVED

APRIL 1, 1988
DATE

David B. Kelley
CHIEF ENGINEER

Arthur Jones
DIRECTOR OF PLANNING
AND PRE-CONSTRUCTION

Ernest B. MacArthur
TRAFFIC AND SAFETY ENGINEER

STANDARD SIGN PLACEMENT EXPRESSWAY AND FREEWAY

