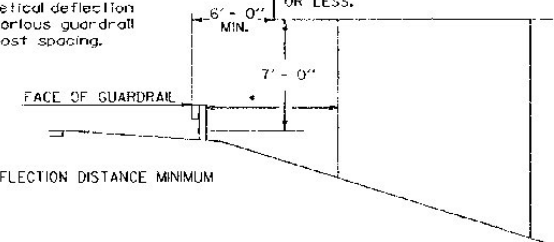


GUARDRAIL DEFLECTION CHART
(PER AASHTO - ROADSIDE DESIGN GUIDE, 1988)

TYPE	SPACING	DEFLEC.
Three Cable w/Steel Posts w/Wooden Posts	16'-0"	12 Ft.
W-Beam w/WFAK Posts w/Strong Posts	12'-6"	7 Ft.
Box Beam	6'-0"	5 Ft.
Three Beam w/Weak Posts w/Strong Posts	12'-6"	4 Ft.
	6'-3"	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.

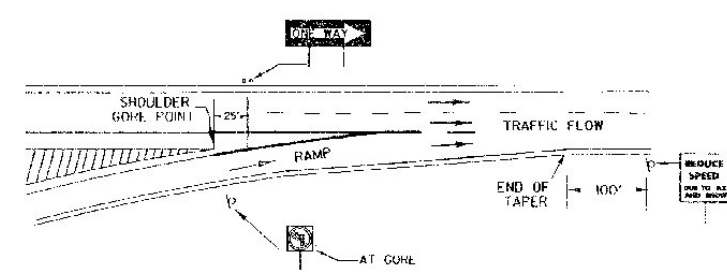
This chart lists the theoretical deflection distance upon impact of various guardrail with different type and post spacing.



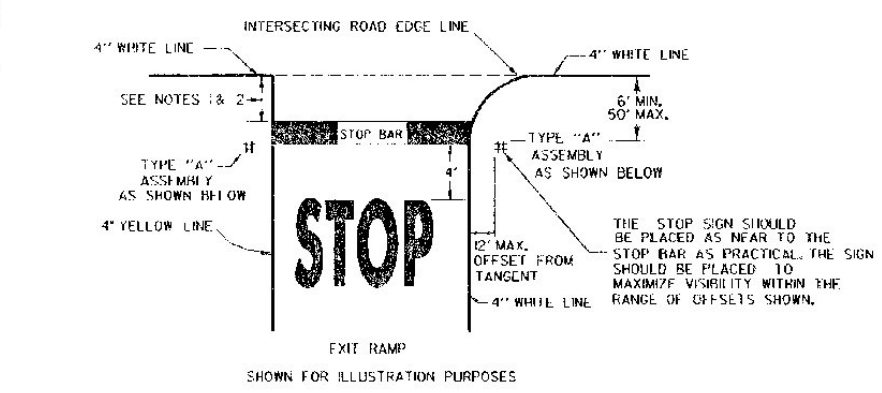
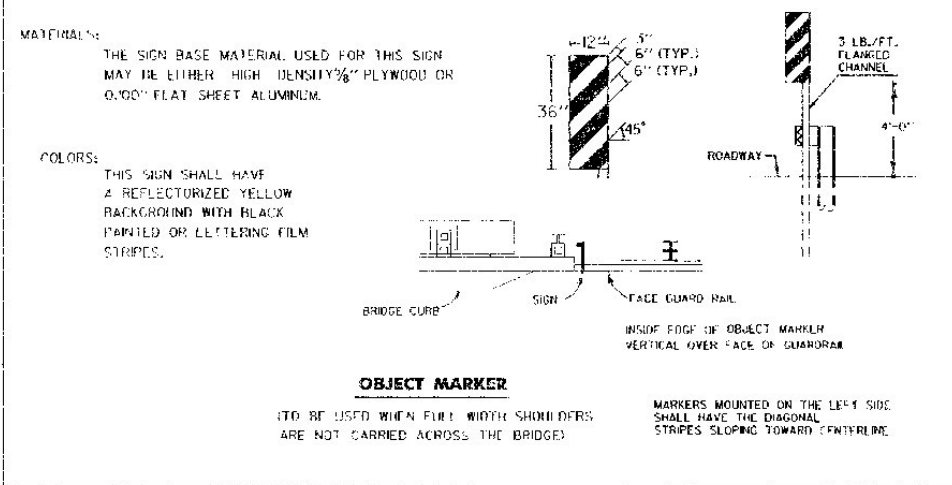
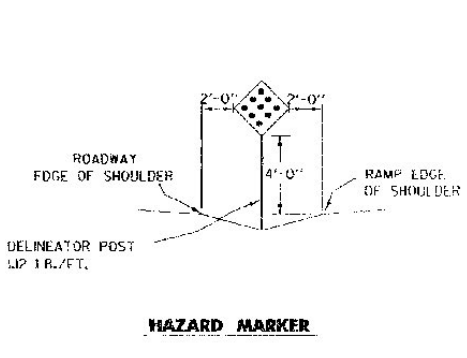
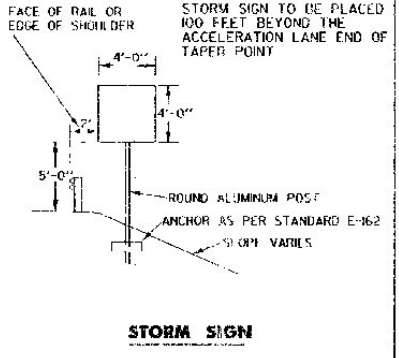
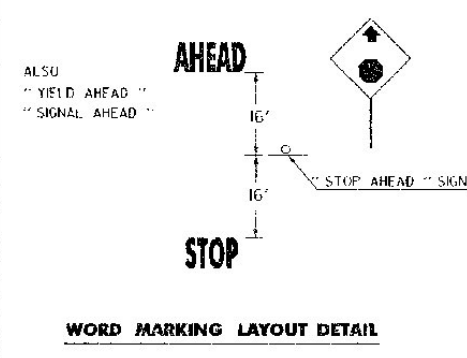
INSTALLATION DETAILS.

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, CAN'T THE SIGN FROM THE TOP TOWARD APPROACHING TRAFFIC AT A THREE DEGREE TILT ANGLE.

GUIDE SIGNS

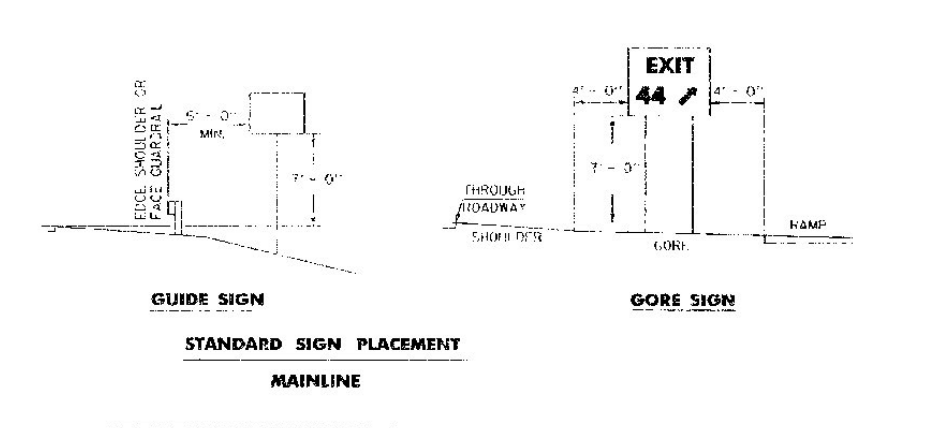
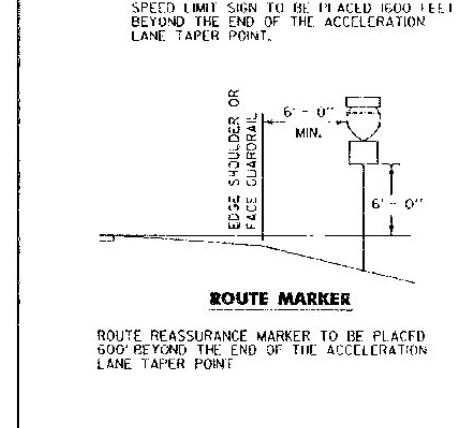
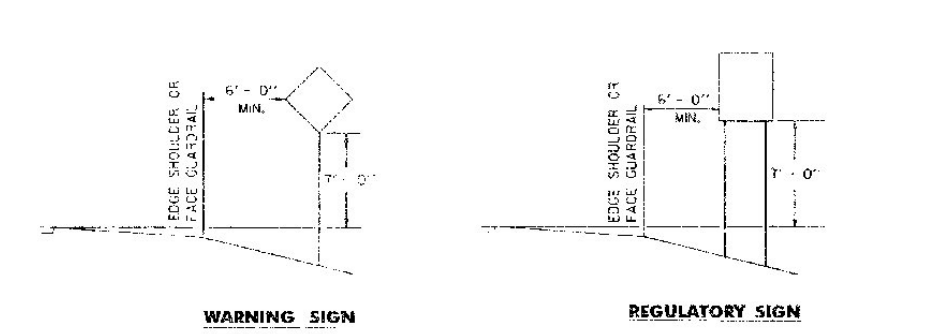
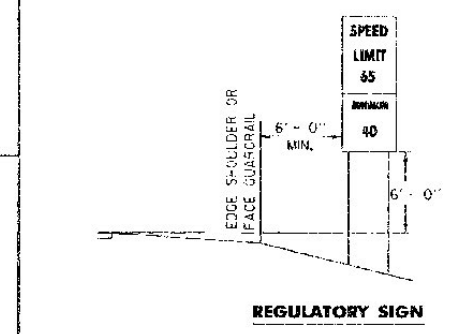
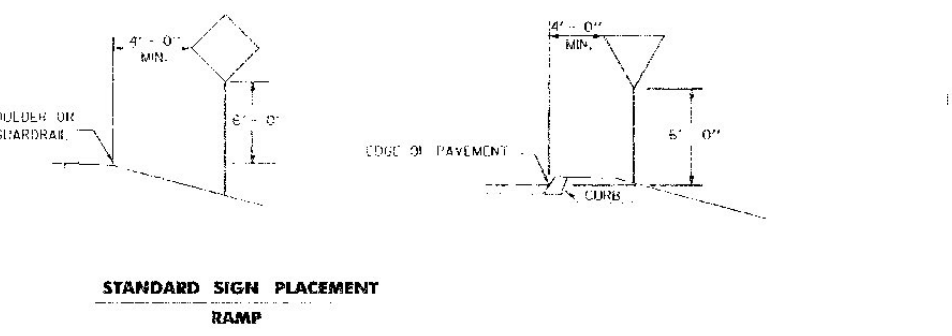
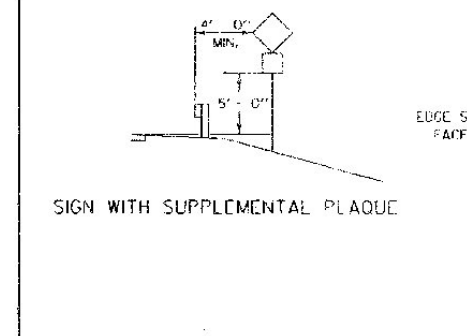
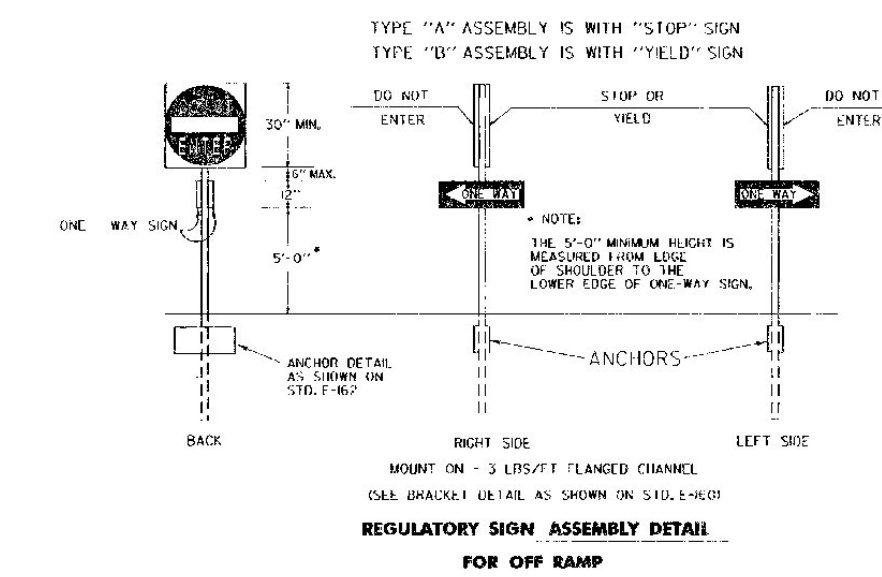


SIGN PLACEMENT AT END OF RAMP



- NOTES:**
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.
 3. EXCLUDE THE STOP BAR FOR A YIELD CONDITION.

PAVEMENT MARKING & STOP SIGN LOCATION DETAILS FOR OFF RAMP



REVISIONS AND CORRECTIONS

APR. 01, 1988 - DATE OF ORIGINAL ISSUE

JUNE 21, 1989 - FHWA - CHANGE TO 7' FUSE PLATE CLEARANCE

AUG. 08, 1995 - DELETED TWO RAIL ALUMINUM FROM DEFLECTION CHART AND MINOR NOTE REVISIONS

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

APPROVED

London S. MacCallum
DIRECTOR OF ENGINEERING

David A. Ross
TRAFFIC AND SAFETY ENGINEER

STANDARD SIGN PLACEMENT EXPRESSWAY AND FREEWAY

OTHER STDS. E-160 E-161 E-162 E-163 REQUIRED:

STANDARD E-120

6/traf/std/stdel20.dgn : stdel20.c