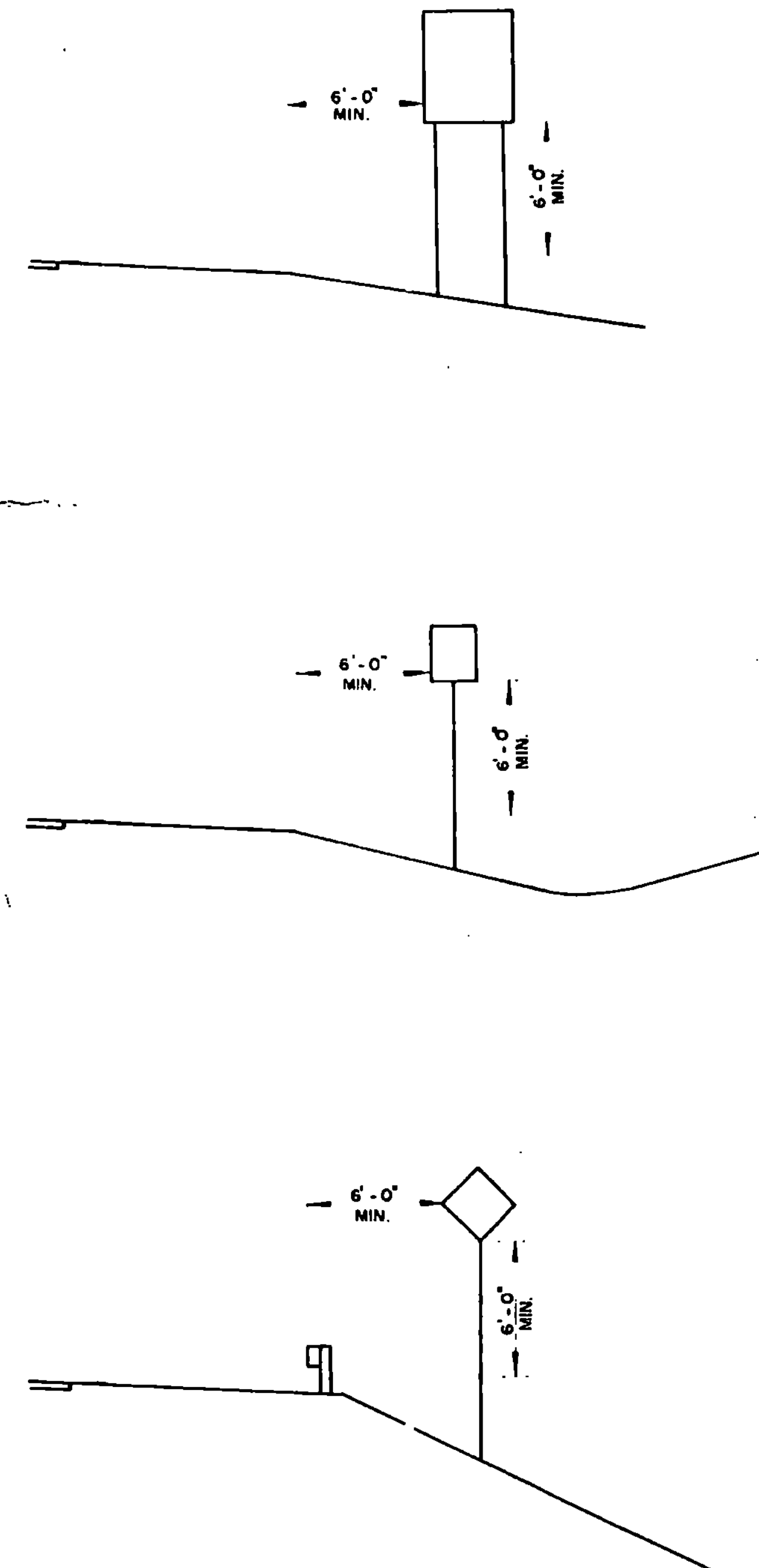
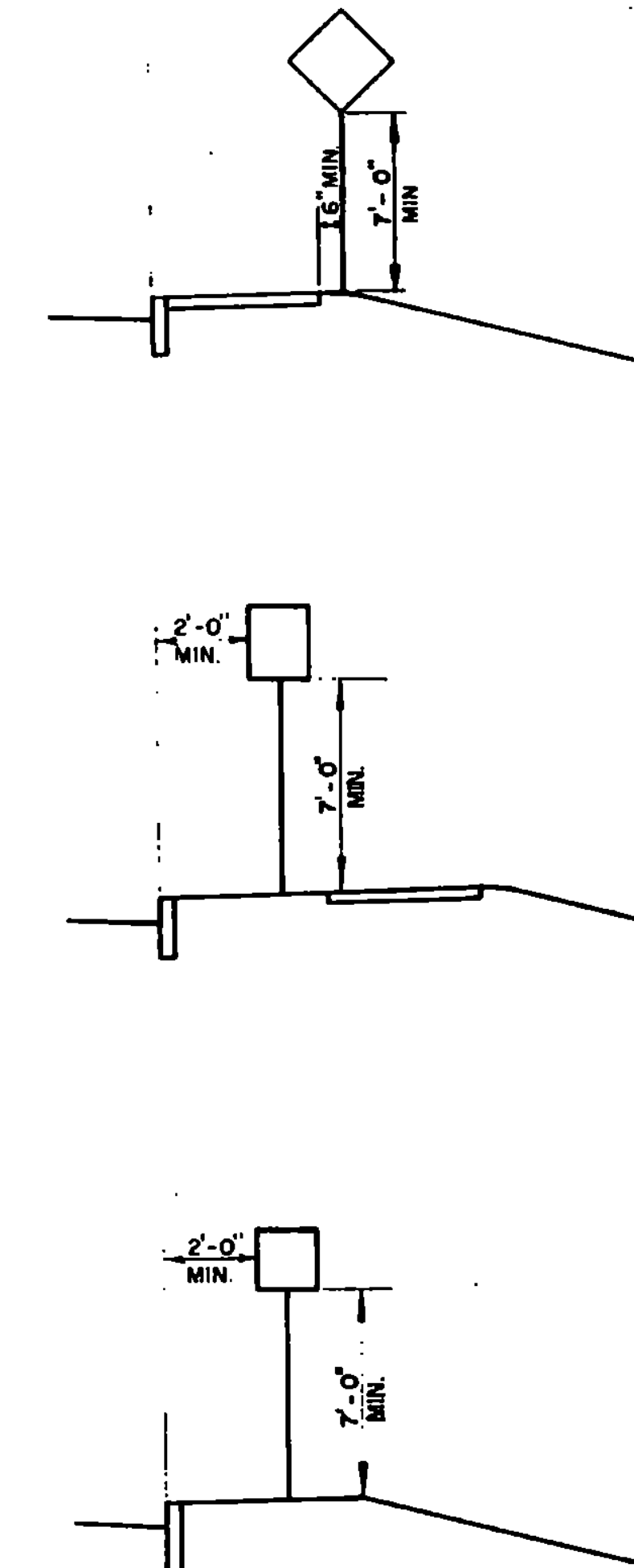


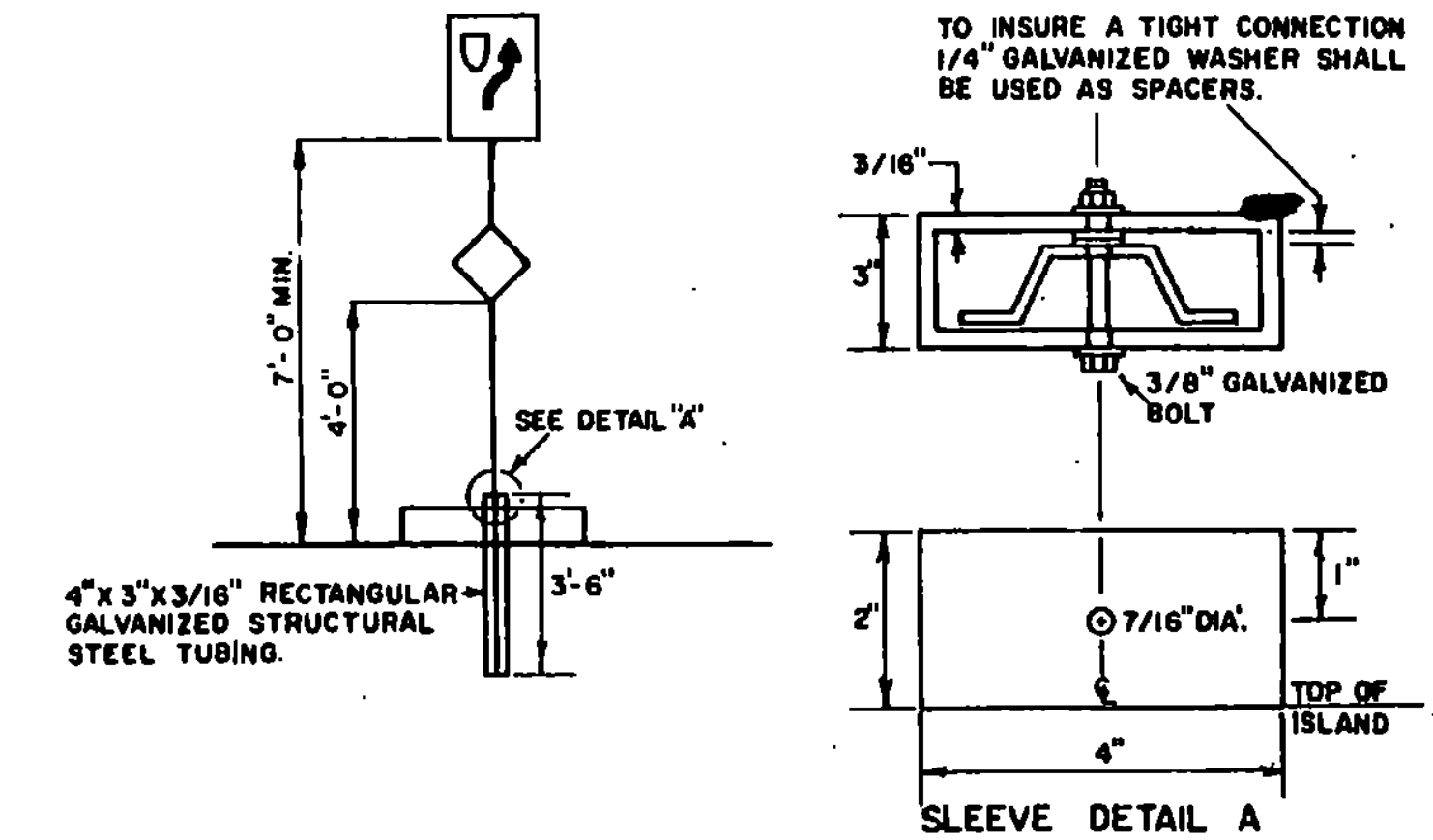
RURAL



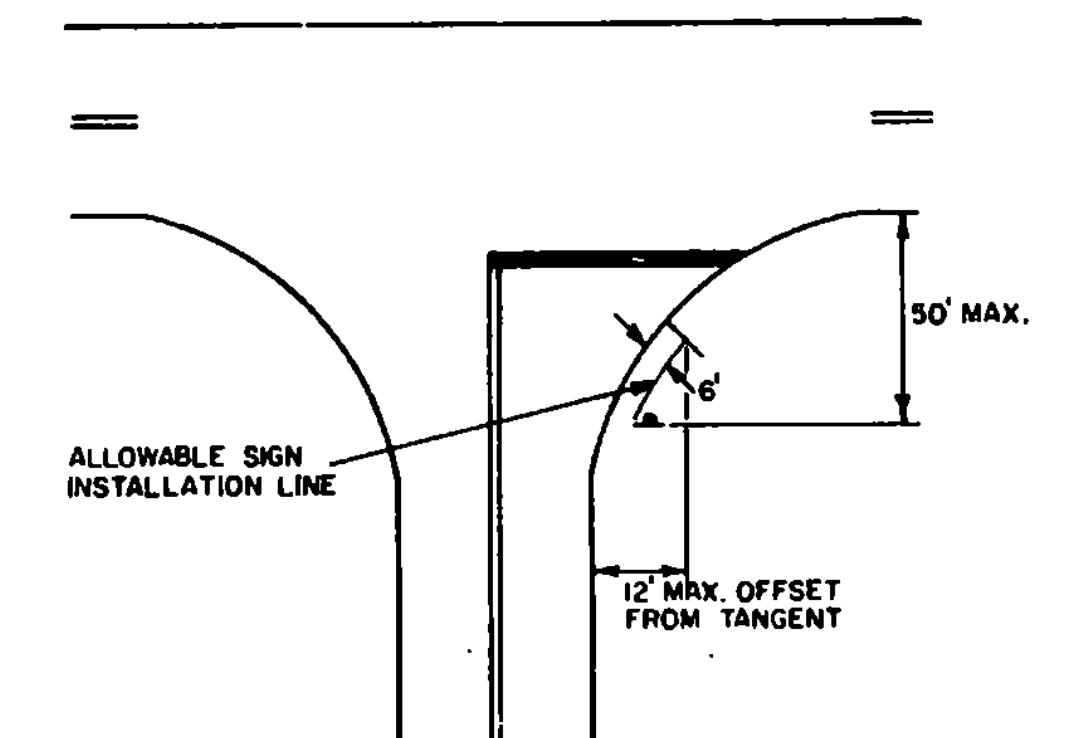
URBAN



WARNING SIGNS ON ISLAND IN THE LINE OF TRAFFIC



STOP OR YIELD SIGNS AT WIDE THROAT INTERSECTIONS



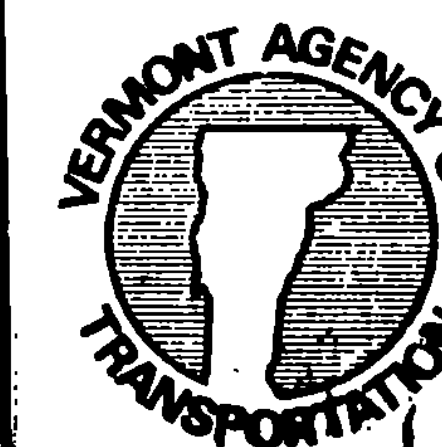
NOTES 1) IN BOTH RURAL AND URBAN LOCATIONS, IF A SECONDARY SIGN IS MOUNTED BELOW ANOTHER SIGN, THE MINIMUM CLEARANCE MAY BE REDUCED BY ONE FOOT.
2) IN RURAL AREAS WITH NO SHOULDER, THE MINIMUM LATERAL CLEARANCE SHOULD BE 12' FROM EDGE OF THE TRAVELED WAY.

REVISIONS AND CORRECTIONS
JAN. 23, 1978 - DIMENSION FROM SHOULDER TO SIGN CHANGED PER FHWA.
AUG. 25, 1981 - ADDED STOP AND ISLAND DETAILS, REVISED CURB OFFSET
FEB. 3, 1986 - UPDATED TO 1986 SPECIFICATIONS

APPROVED
Dec. 29, 1971

R. H. Arnold
CHIEF ENGINEER
E. H. Stickney
ASST. CHIEF ENGINEER
G. M. Lane
HIGHWAY ENGINEER

STANDARD SIGN PLACEMENT CONVENTIONAL ROAD



STANDARD

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