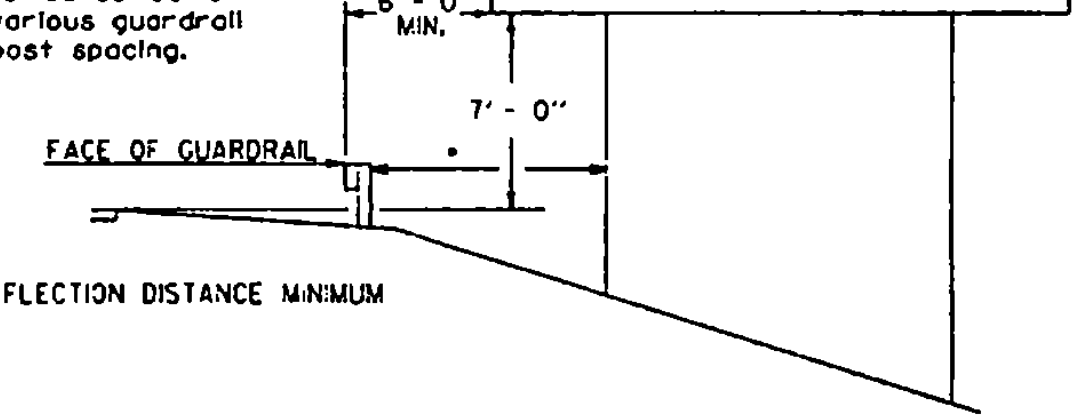


GUARDRAIL DEFLECTION CHART
(PER AASHTO - ROADSIDE DESIGN GUIDE - 1988)

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

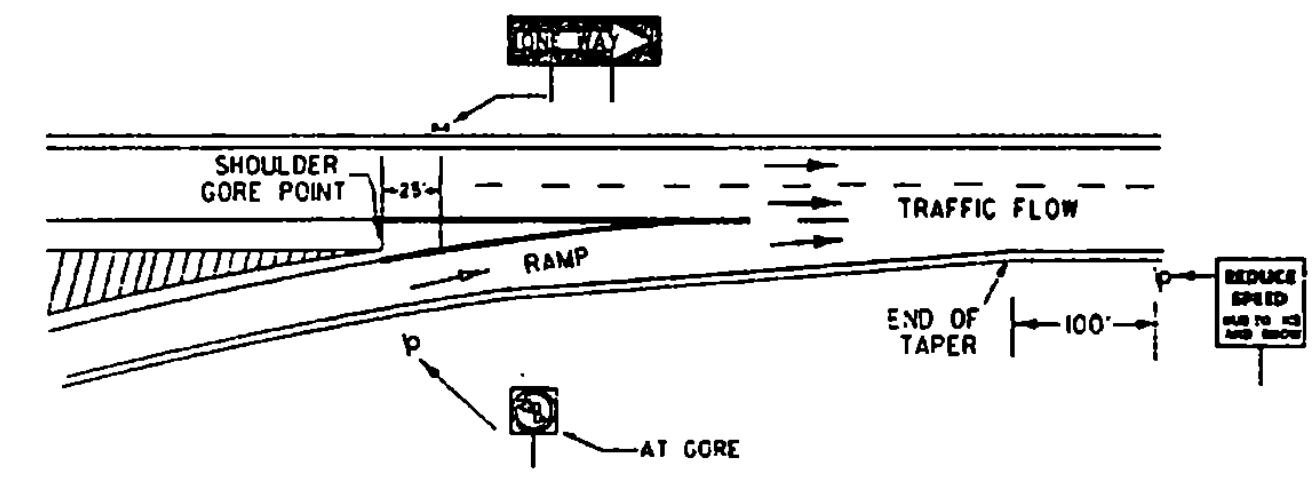
This chart lists the theoretical deflection distance upon impact of various guardrail with different type and post spacing.



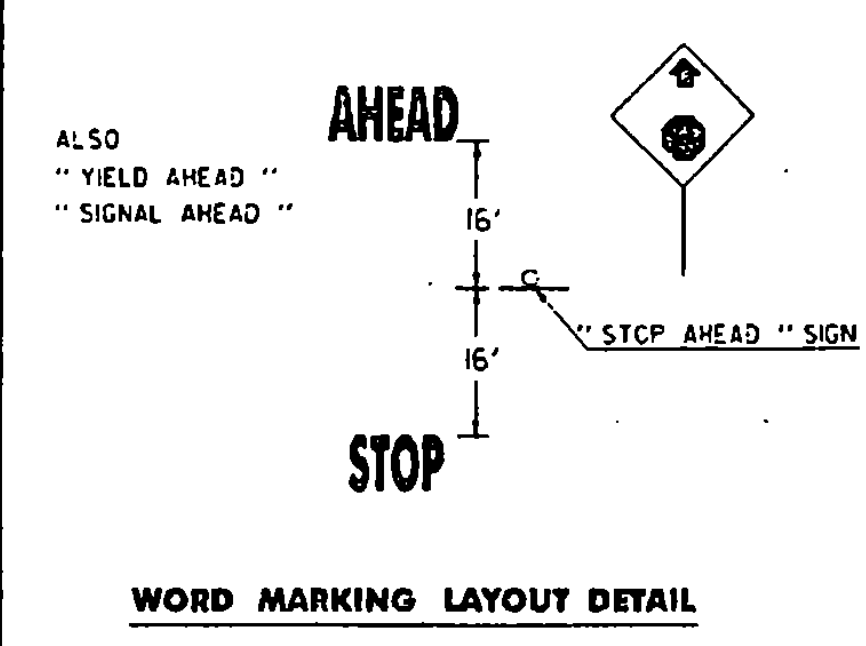
INSTALLATION DETAILS

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, CANT THE SIGN FROM THE TOP TOWARD APPROACHING TRAFFIC AT A THREE DEGREE TILT ANGLE.

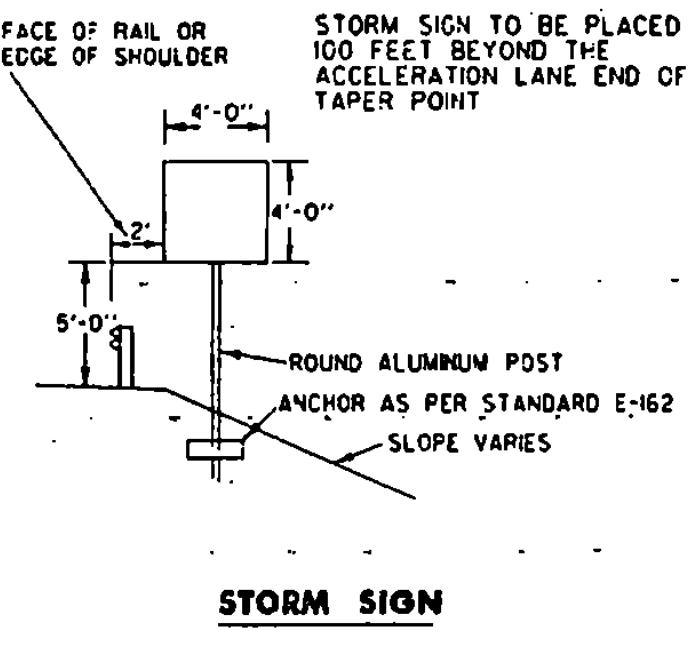
GUIDE SIGNS



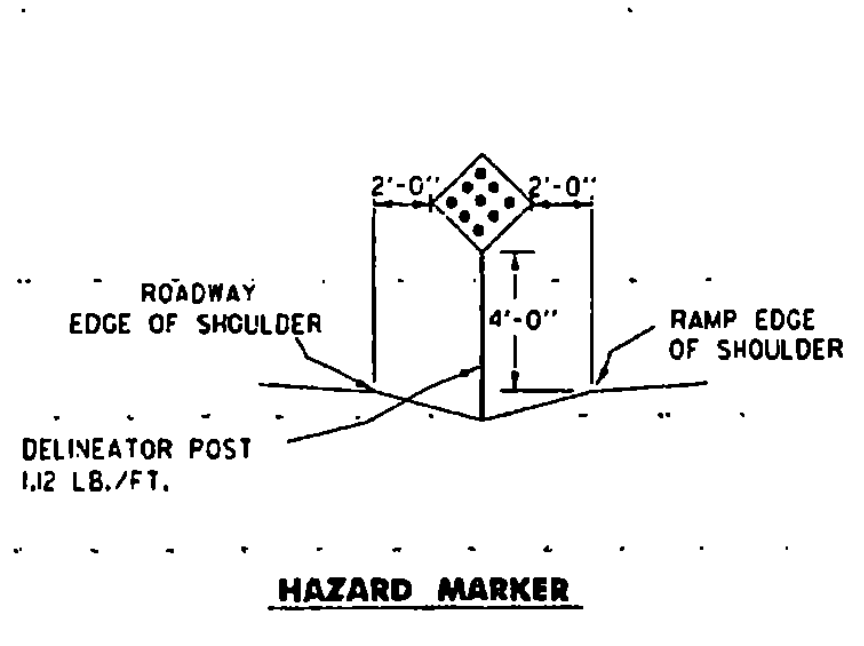
SIGN PLACEMENT AT END OF RAMP



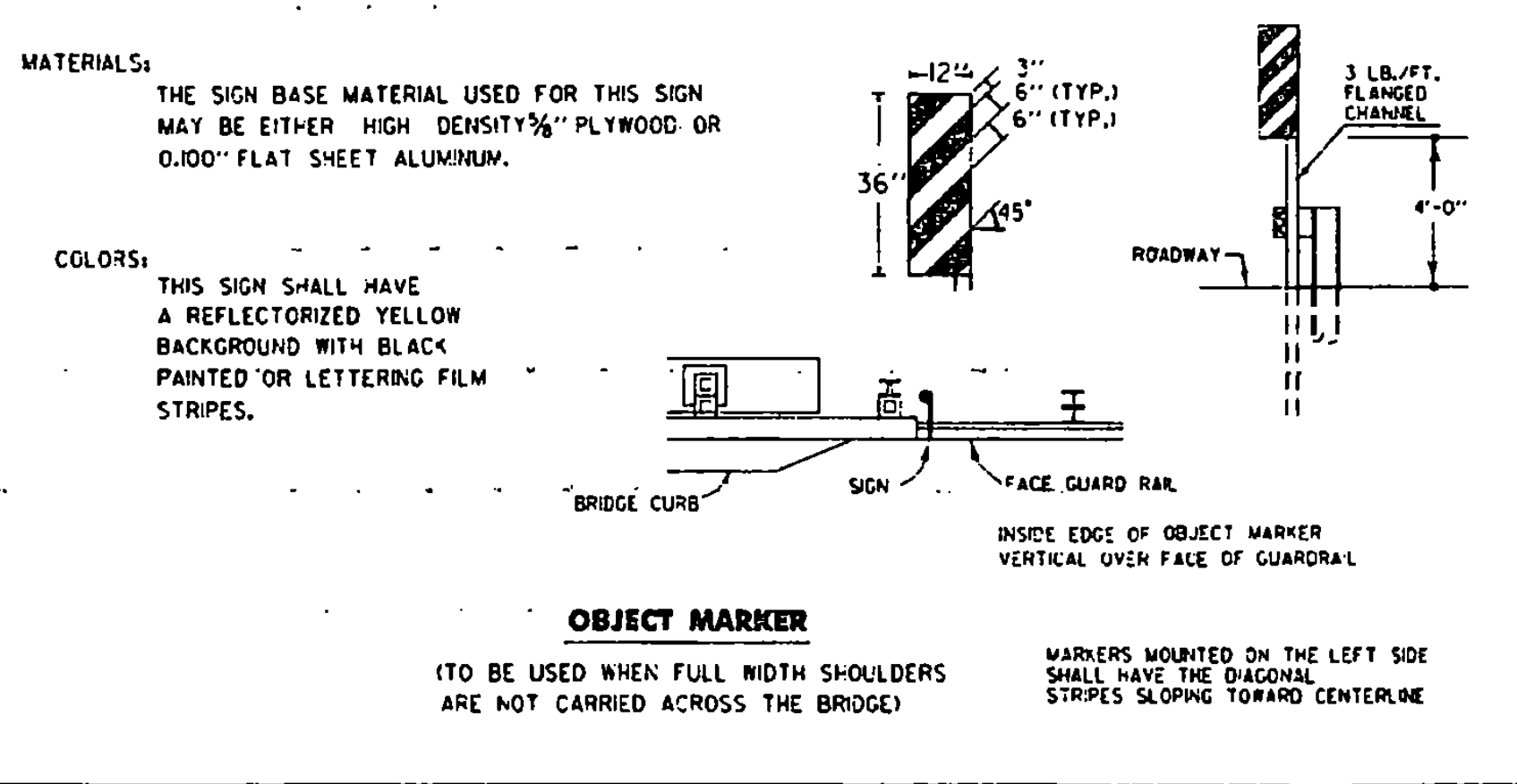
WORD MARKING LAYOUT DETAIL



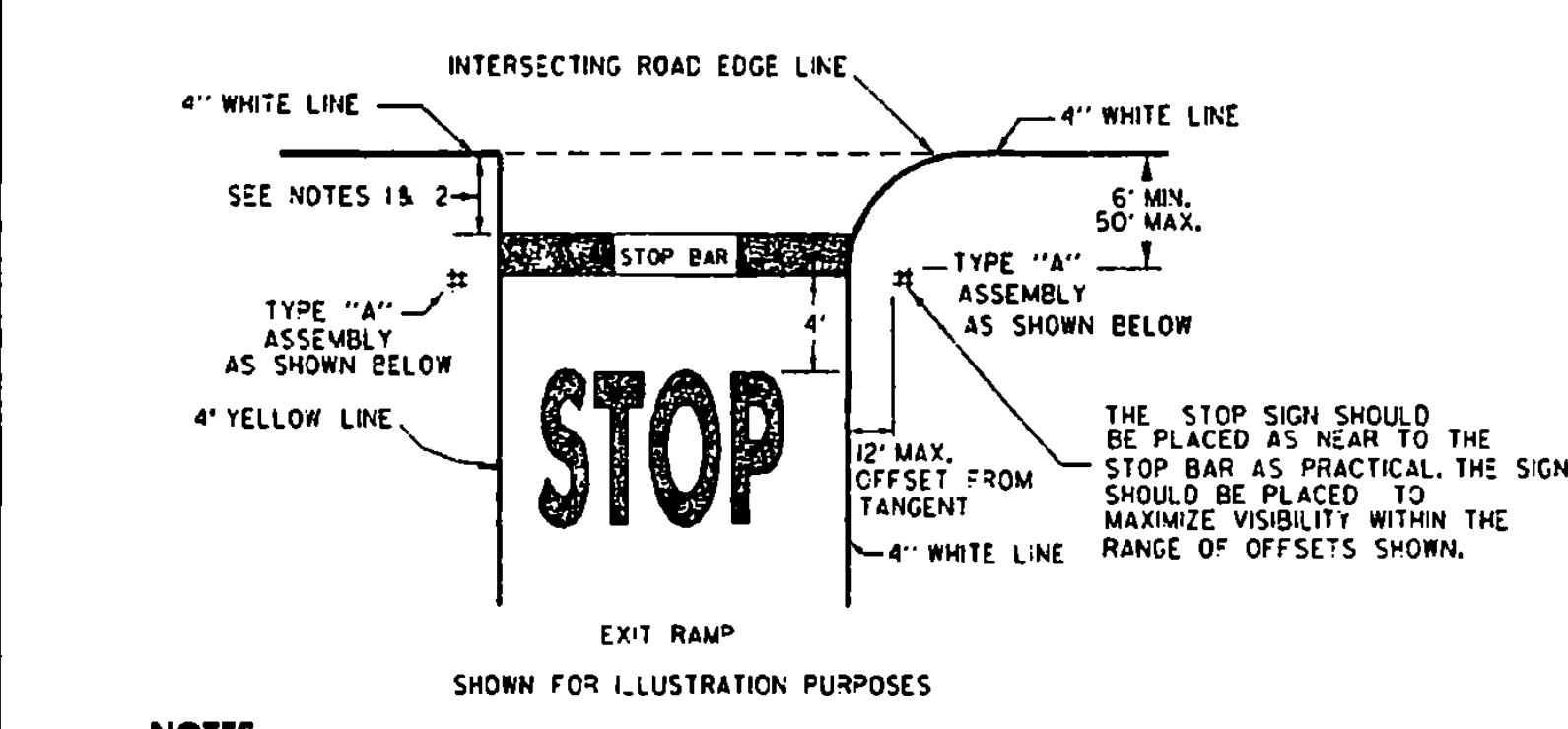
STORM SIGN



HAZARD MARKER

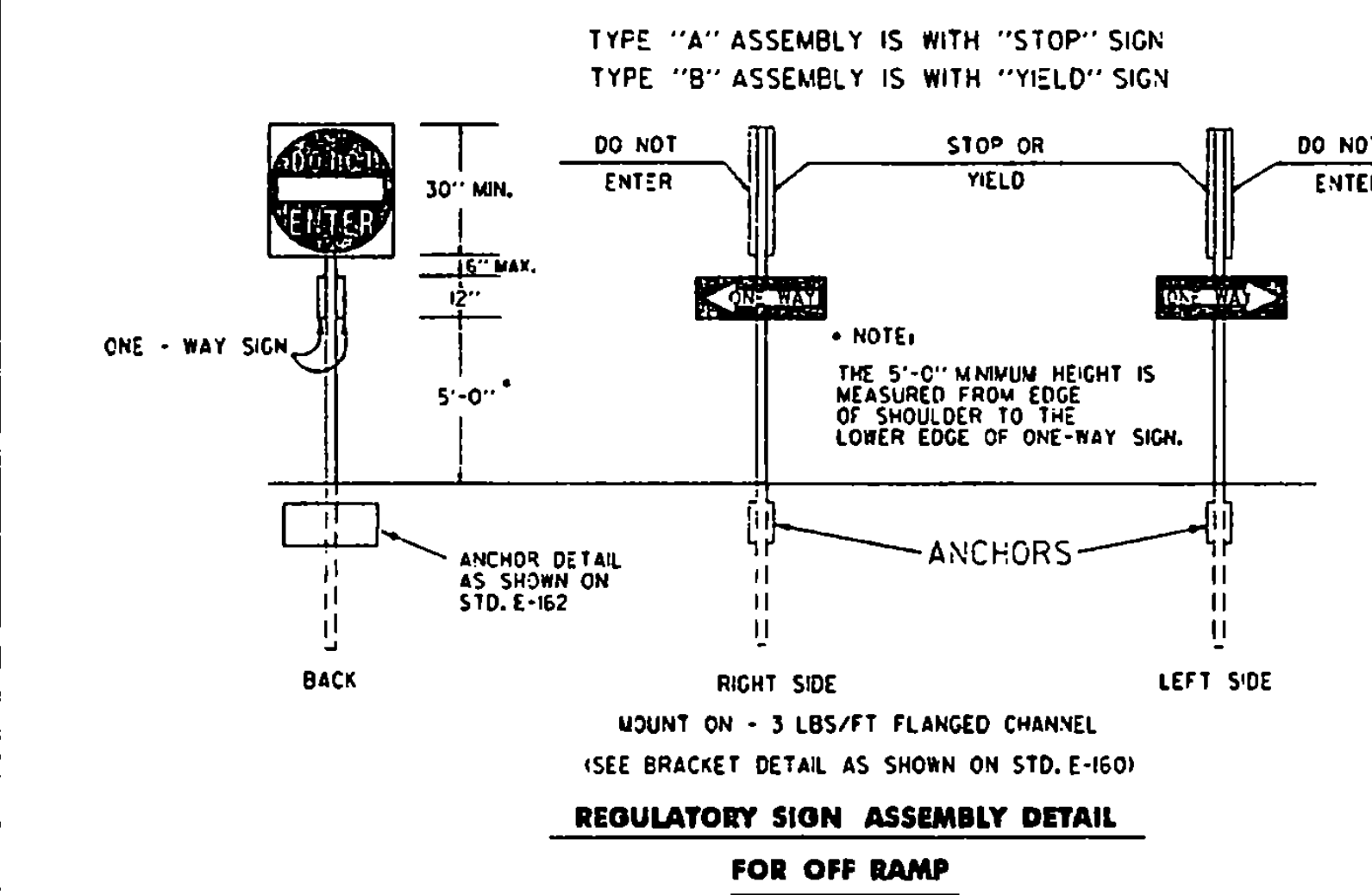


OBJECT MARKER

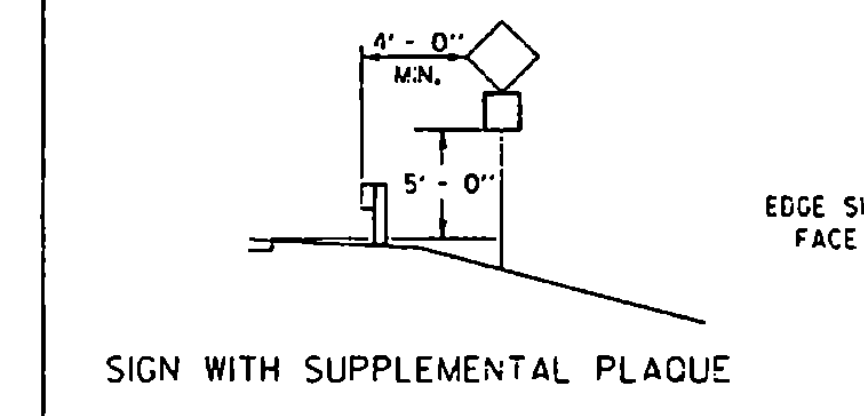


- NOTES:**
1. THE STOP BAR SHOULD BE PLACED AT THE DESIRED STOPPING POINT, IN NO CASE MORE THAN 30' OR LESS THAN 4' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
 2. AT A SIGNALIZED INTERSECTION, DELETE WORDING "STOP" AND THE STOP SIGN AND PLACE STOP BAR A MINIMUM OF 40' FROM THE NEAREST SIGNAL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

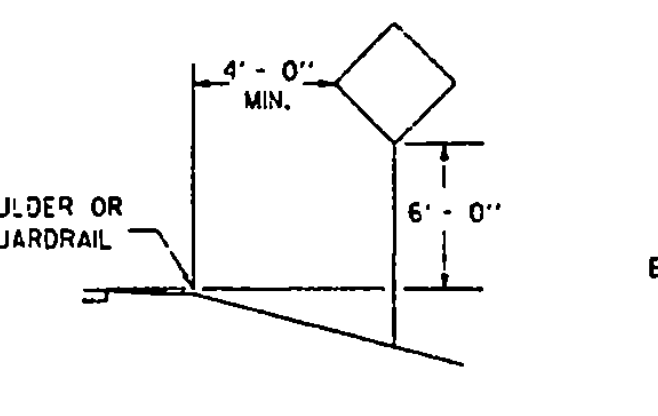
PAVEMENT MARKING & STOP SIGN LOCATION DETAILS FOR OFF RAMP



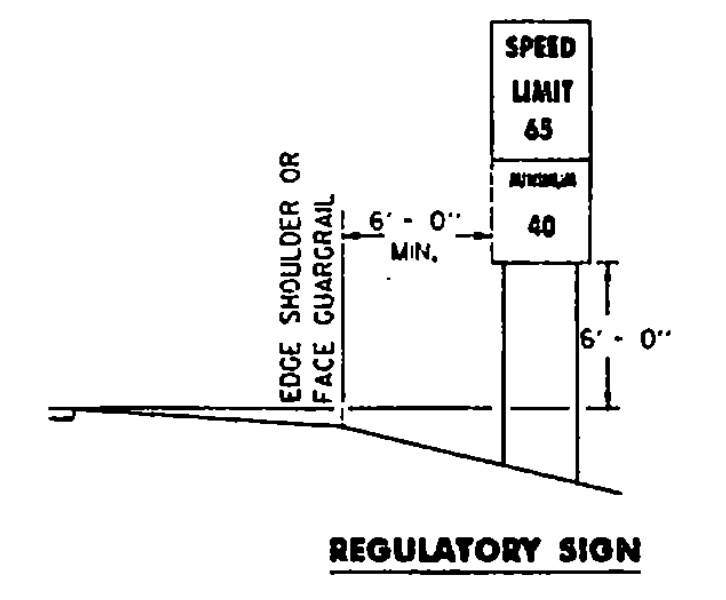
REGULATORY SIGN ASSEMBLY DETAIL FOR OFF RAMP



SIGN WITH SUPPLEMENTAL PLAQUE

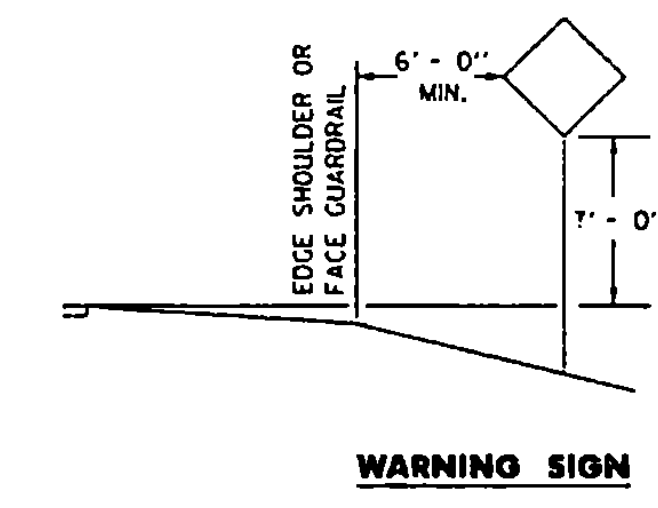


STANDARD SIGN PLACEMENT RAMP

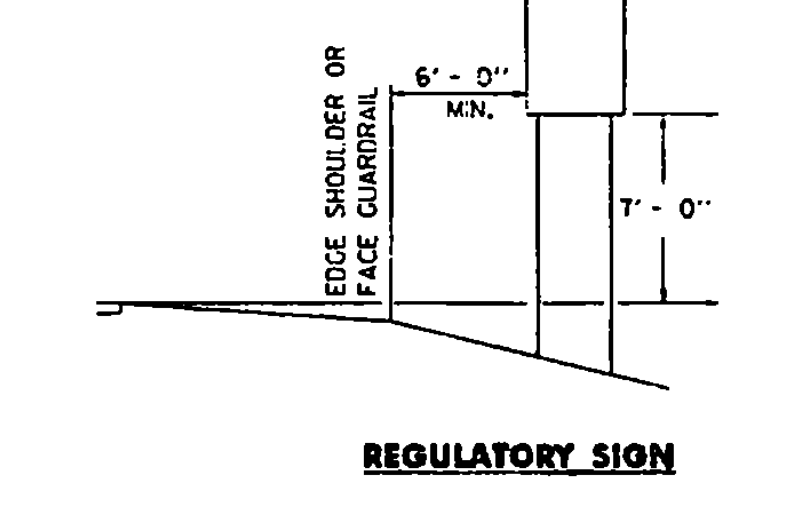


REGULATORY SIGN

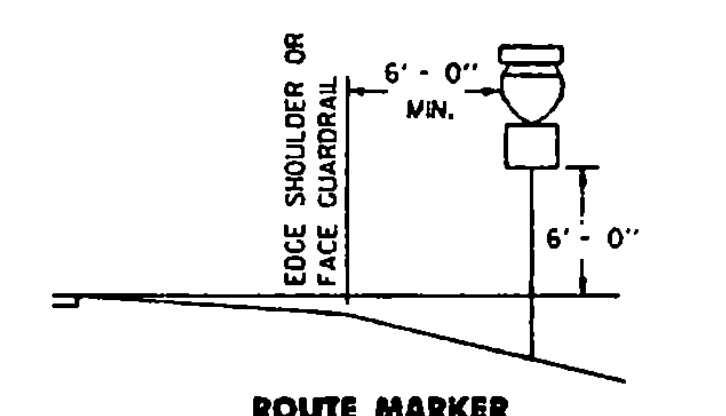
SPEED LIMIT SIGN TO BE PLACED 1600 FEET BEYOND THE END OF THE ACCELERATION LANE TAPER POINT.



WARNING SIGN

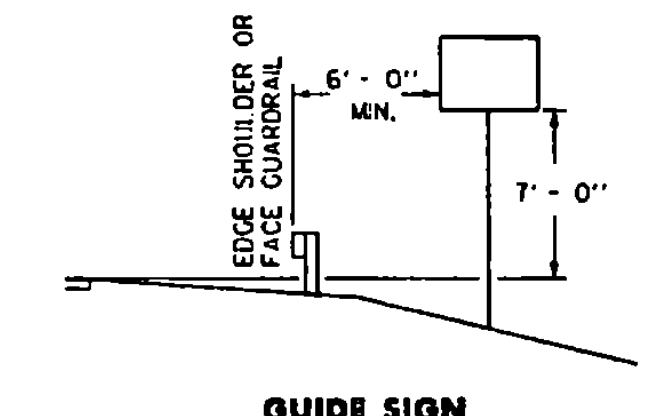


REGULATORY SIGN

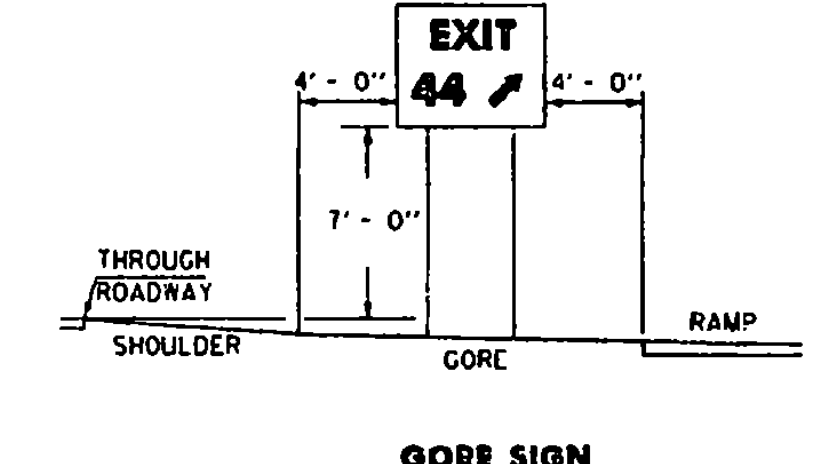


ROUTE MARKER

ROUTE REASSURANCE MARKER TO BE PLACED 600' BEYOND THE END OF THE ACCELERATION LANE TAPER POINT.



GUIDE SIGN



GORE SIGN

STANDARD SIGN PLACEMENT MAINLINE

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

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

Samuel D. MacArthur
 DIRECTOR OF ENGINEERING

David A. Ross
 TRAFFIC AND SAFETY ENGINEER

STANDARD SIGN PLACEMENT EXPRESSWAY AND FREEWAY

STANDARD E-120

/traf/std/stce120.dgn : stdel20.i