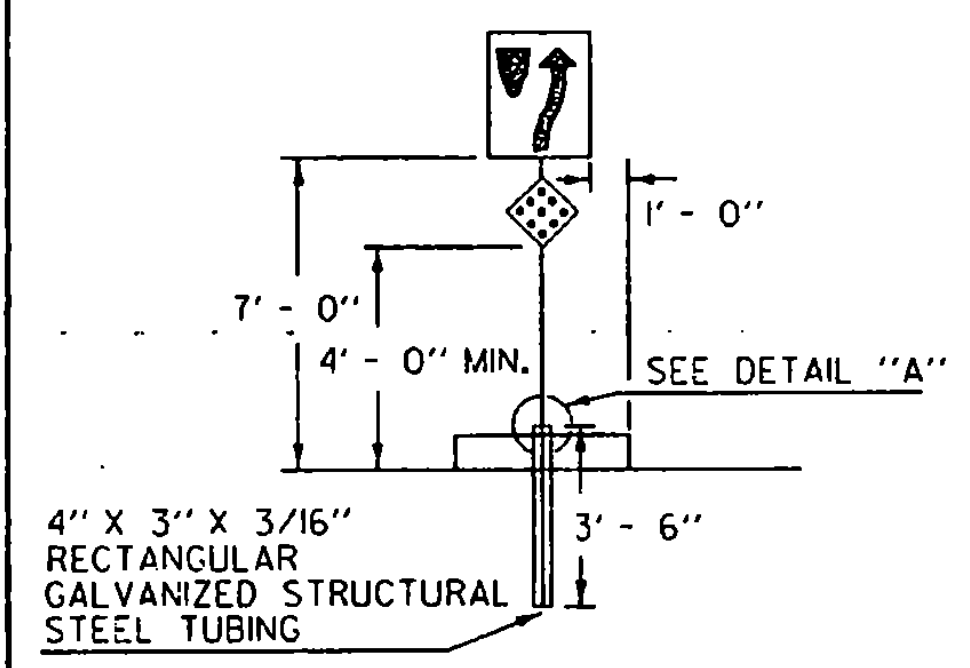
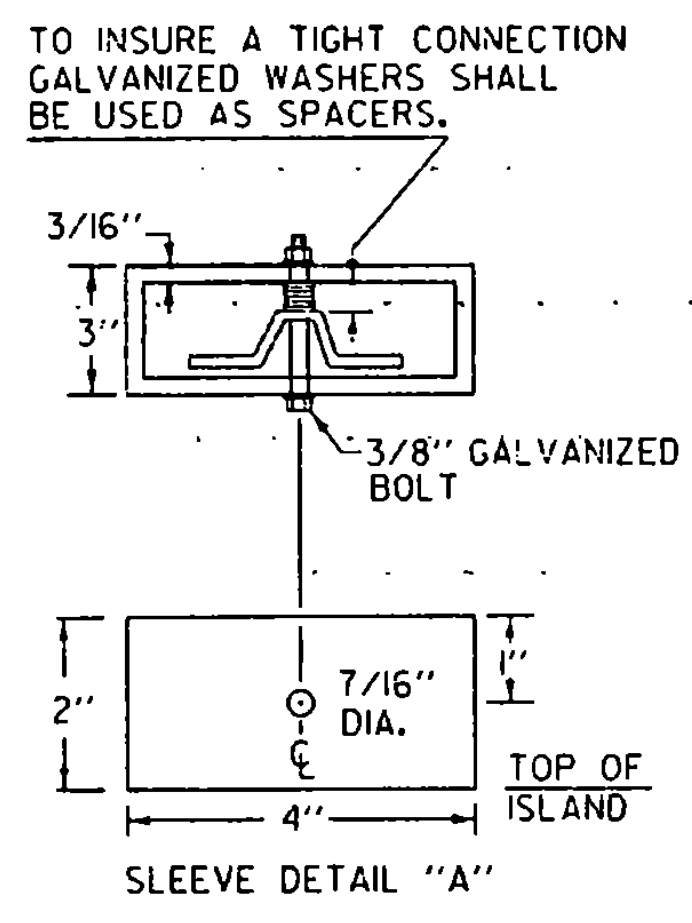


**LEGAL LOAD LIMIT AND STOP SIGNS AT INTERSECTIONS WITH TOWN HIGHWAYS**

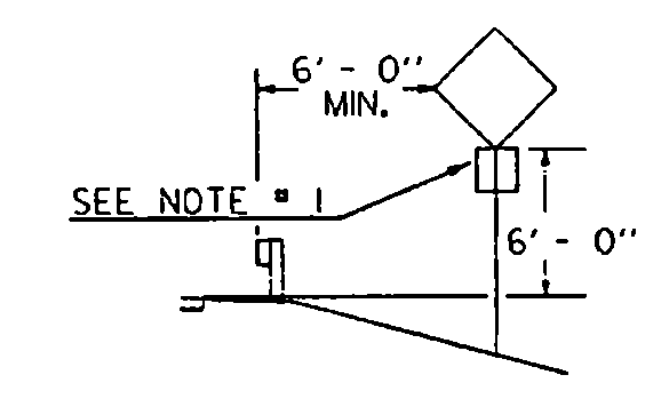
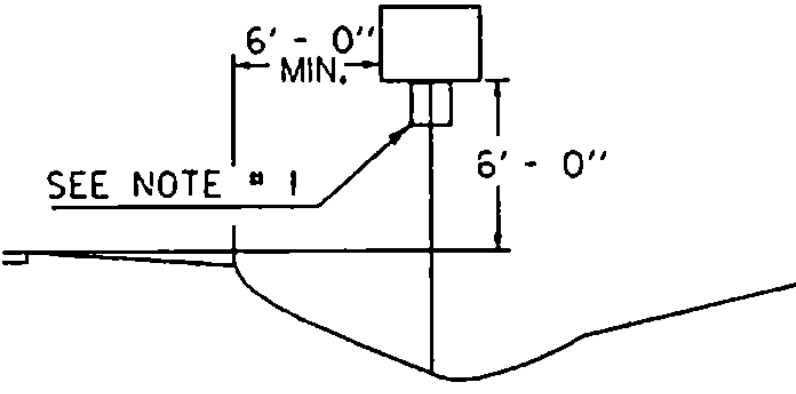
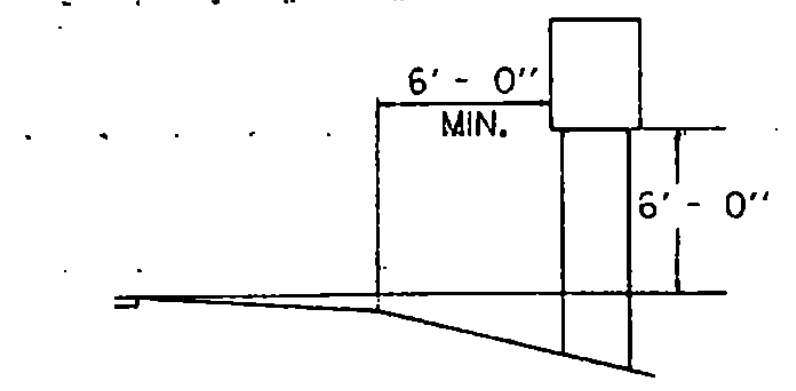
STOP SIGN SHALL BE PLACED ON DRIVERS RIGHT, MAINTAINING MAXIMUM VISIBILITY. CLEARANCE SHALL BE A MINIMUM OF 6' AND A MAXIMUM OF 50' FROM EDGE LINE OF INTERSECTING ROADWAY AND DOES NOT HAVE TO BE ADJACENT TO THE STOP BAR.



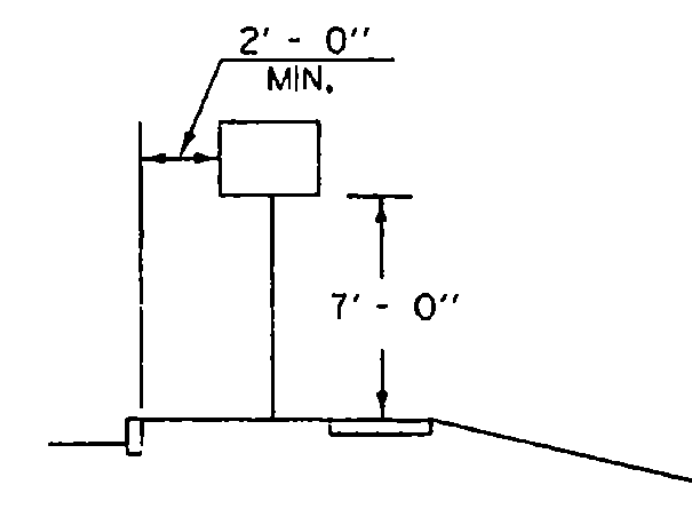
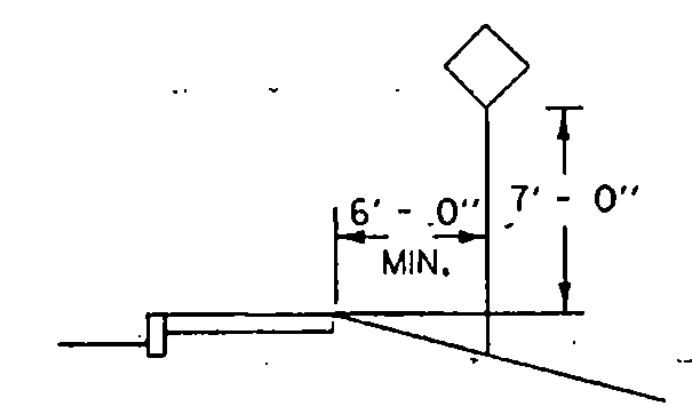
**SIGNS ON MEDIAN ISLANDS IN THE LINE OF TRAFFIC**



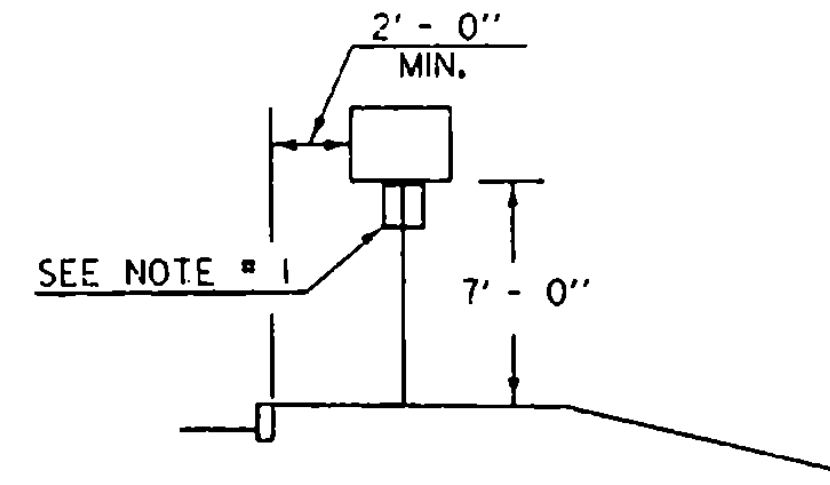
INCREASE VERTICAL CLEARANCE TO 7' IN AREAS OF FREQUENT ROADSIDE PARKING OR PEDESTRIAN ACTIVITY



**RURAL**



IF SUFFICIENT CLEARANCE IS NOT AVAILABLE BETWEEN CURB AND SIDEWALK MOUNT SIGN BEHIND SIDEWALK AS SHOWN AT TOP. CHECK FOR ADEQUATE R.O.W..



**URBAN**

**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 OR MINIMAL SHOULDER, THE LATERAL CLEARANCE TO THE EDGE OF A SIGN SHOULD BE A MINIMUM OF 12' FROM THE EDGE OF THE TRAVELED WAY.
3. ALSO SEE OTHER STANDARD SHEETS FOR MOUNTING CLEARANCE AND SPACING OF DESTINATION AND ROUTE MARKER ASSEMBLIES AND TOWN LINE SIGNS.

POST REFERENCE:  
REFER TO THE DETAILS ON THE APPROPRIATE STANDARD DRAWING FOR INFORMATION CONCERNING THE PROPER MOUNTING OF SIGNS ON APPROPRIATE POSTS.

**OTHER STDS. E-160 E-161 E-162 E-163 E-164 REQUIRED:**

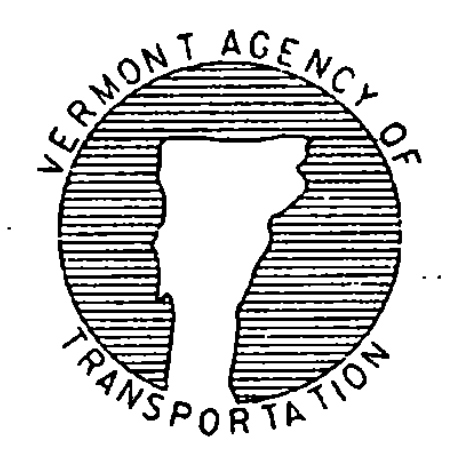
REVISIONS AND CORRECTIONS  
JAN. 23, 1995 - DATE OF ORIGINAL ISSUE  
AUG. 06, 1995 - VARIOUS MINOR NOTE REVISIONS

APPROVED

*Stephen D. McArthur*  
DIRECTOR OF ENGINEERING

*David A. Ross*  
TRAFFIC AND SAFETY ENGINEER

**STANDARD SIGN PLACEMENT  
CONVENTIONAL ROAD**



**STANDARD  
E-121**

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