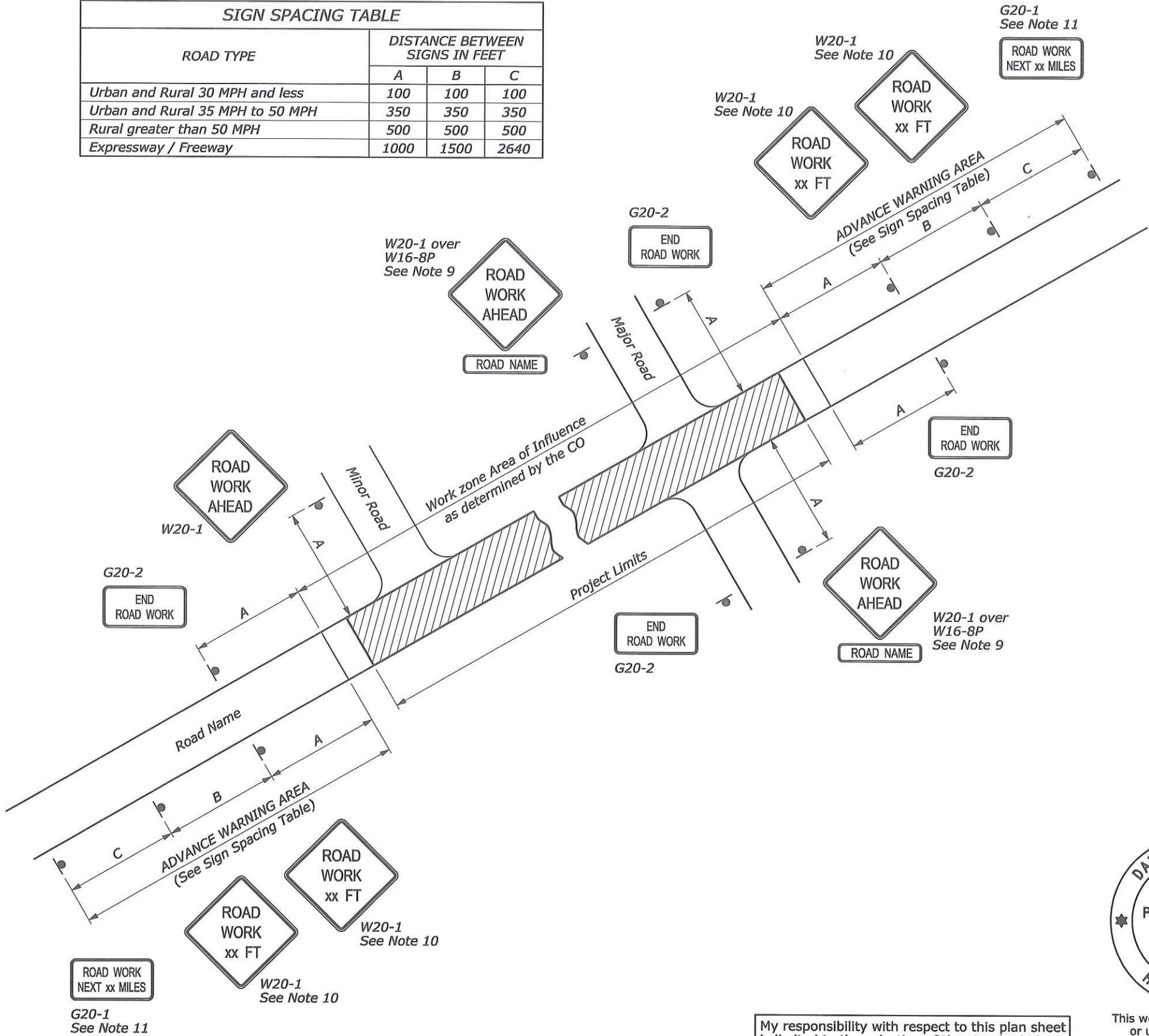


SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640



NOTE:

1. ~~erected~~ ^{erected prior to} all project advance warning signs ~~erected~~ starting construction work.
2. Not all details shown on the temporary traffic control sheets ~~are~~ ^{are} applicable to this project. The Contractor may add or delete information and details in this traffic control plan as necessary to accommodate actual operations.
3. Where advance warning signs, placed as shown, interfere with permanent signs, locate the warning signs as determined by the CO for best results. Vary messages as required.
4. Additional or different message signs may be required to fit the actual construction conditions.
5. Install advisory speed plates under the W20 series warning signs as needed to indicate a maximum recommended speed through the construction area.
6. ~~erected~~ all sign supports exposed to impact by traffic meet the requirements of NCHRP-350 or MASH for crashworthiness.
7. Maintain two-way traffic during all non-work hours except as approved by the CO.
8. Do not store traffic control devices along the roadway when not in use. Cover post-mounted signs when not applicable.
9. If W20-1 is placed on a roadway other than that on which the actual construction work occurs, include a supplementary plaque indicating the name of the road on which the construction does occur (applies to major roads only).
10. The message on the W20-1 signs may be "ROAD WORK AHEAD" or may specify the distance to the work area in feet or in miles. Install an additional W20-1 sign when approach speeds exceed 50 MPH. When used place the two W20-1 signs "B" feet apart according to the Sign Spacing Table.
11. For work zones that are 2 miles or more in length, install G20-1 signs at each end of the project. Show the distance on the G20-1 sign to the nearest whole mile.
12. If signing on a roadway under a jurisdiction other than the client agency, verify that an encroachment permit has been obtained.
13. State standards may be used as an alternative if approved by the CO.
14. Refer to the Section 635 of the Special Contract Requirements for allowable retroreflective sheeting types.



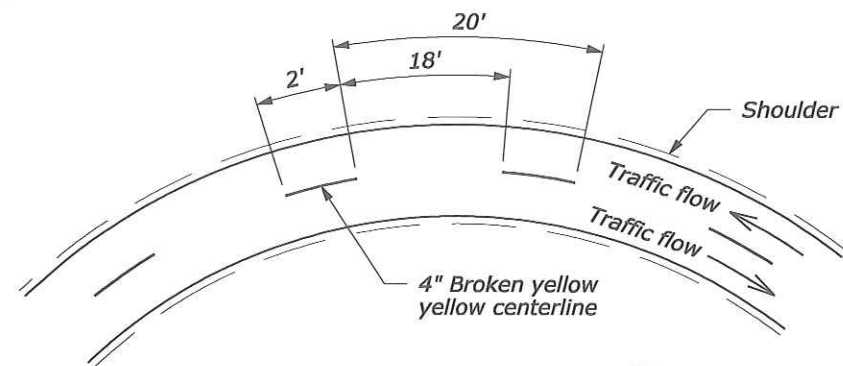
My responsibility with respect to this plan sheet is limited to the selection of the standard plans for this project and a determination that the selection is appropriate for the project.

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Daniel A. Liddle

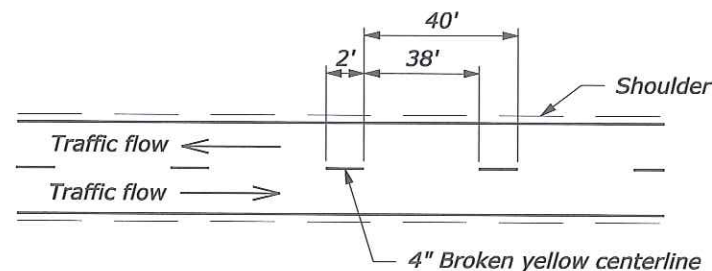
Expiration Date of License 4/30/2012 NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY TRAFFIC CONTROL ADVANCE SIGNING	
STANDARD APPROVED FOR USE 6/2005	STANDARD 635-1
REVISED: DRAFT: 9/2010	

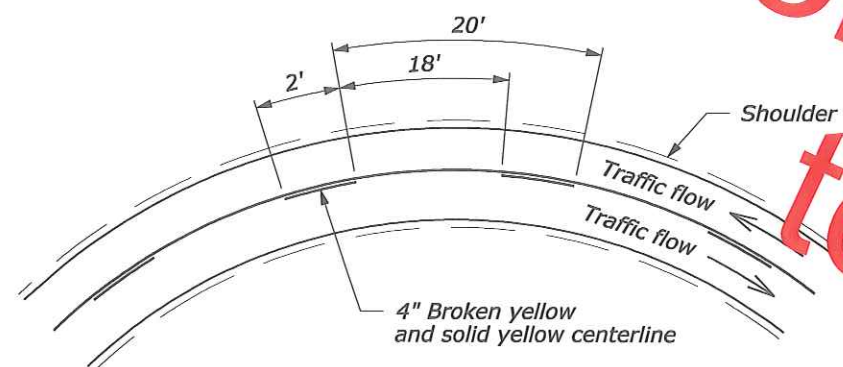
STATE	PROJECT	SHEET NO.	TOTAL SHEETS
HI	HI A-AD 6(6)	T4	T17



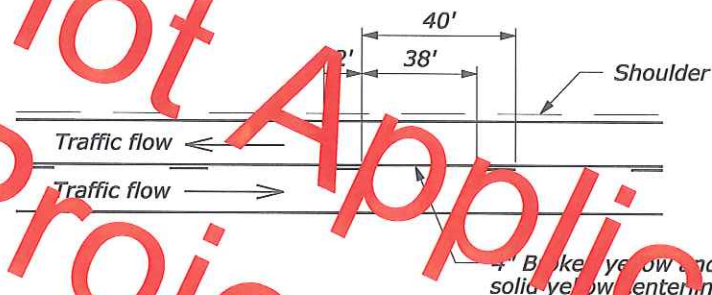
DETAIL A1
Passing zone both directions
Two-way traffic



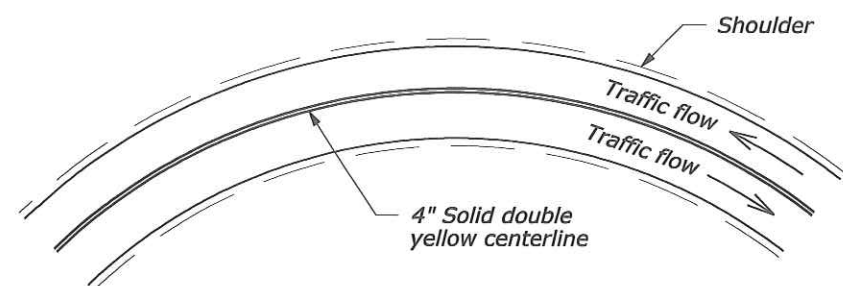
DETAIL B1
Passing zone both directions
Two-way traffic



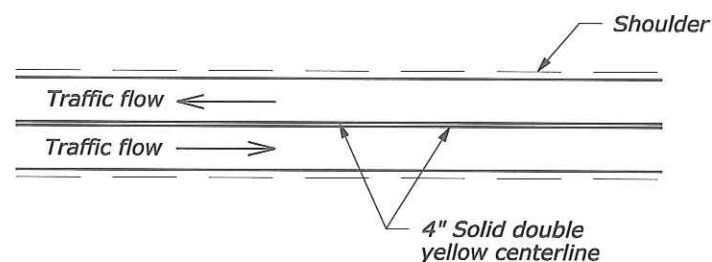
DETAIL A2
No passing zone one direction
Two-way traffic



DETAIL B2
No passing zone one direction
Two-way traffic



DETAIL A3
No passing zone both directions
Two-way traffic



DETAIL B3
No Passing zone both directions
Two-way traffic

DETAIL A
Curves < 500' Radius

DETAIL B
Tangents or Curves ≥ 500' Radius

NOTE:

1. Use permanent pavement marking layout as designated in the contract to determine no passing zones for each direction of travel.

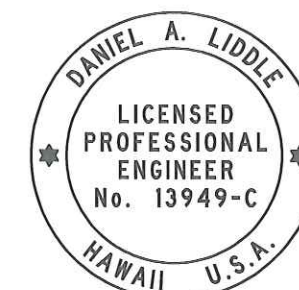
2. To substitute raised pavement markers for lines, use the following patterns:

2' broken line: two pavement markers spaced 2' apart allowed by the gap shown based on curvature.

Single solid line: pavement markers spaced on 10' centers.

Double solid line: two pavement markers, side by side, spaced on 10' centers.

3. For ADT of greater than 1000 and periods of 3 days or less, Standard 635-3 may be used as an alternate. For ADT of 1000 or less, Standard 635-3 may be used as an alternate for the full 14 day temporary marking period.



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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

U.S. CUSTOMARY STANDARD

TEMPORARY PAVEMENT MARKINGS

STANDARD APPROVED FOR USE 6/2005

REVISED:
DRAFT: 9/2010

STANDARD
635-2

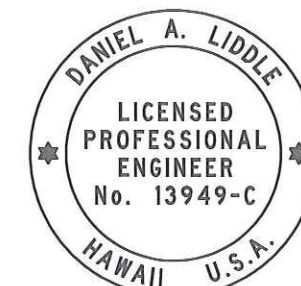
NO SCALE

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
HI	HI A-AD 6(6)	T5	T17

NOTE:

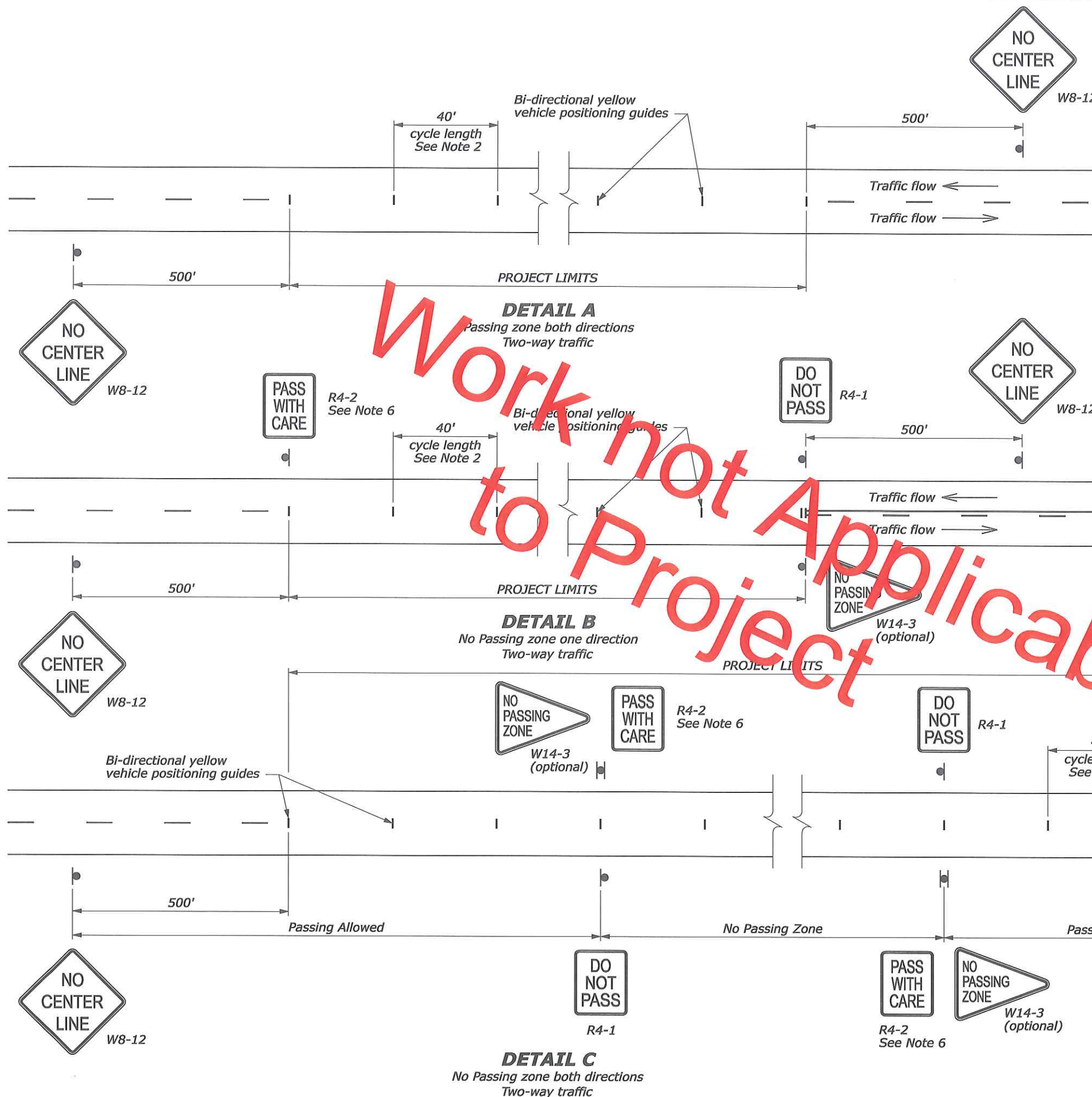
1. For periods noted in Table A, pavement may be unmarked if vehicle positioning guides and signing are provided per this detail. For longer periods/higher ADT or for application of temporary markings with paint or tape, use Standard 635-2.
2. On curves with radius less than 500', reduce cycle length to 20'.
3. Use permanent markings plan to determine no passing zones for each direction of travel.
4. Repeat R4-1 at 1 mile intervals.
5. Repeat W8-12 after each major intersection and every 2 miles for temporary traffic control zones greater than 3 miles long.
6. Use the "PASS WITH CARE" (R4-2) sign at the downstream end of a no-passing zone only if a "DO NOT PASS" (R4-1) sign has been installed at the upstream end of the zone.

TABLE A	
ADT	Maximum Duration Before Markings Are Required
≤ 1000	14 Days
> 1000	3 Days



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NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
DELINEATION AND SIGNING FOR UNMARKED PAVEMENTS	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-3

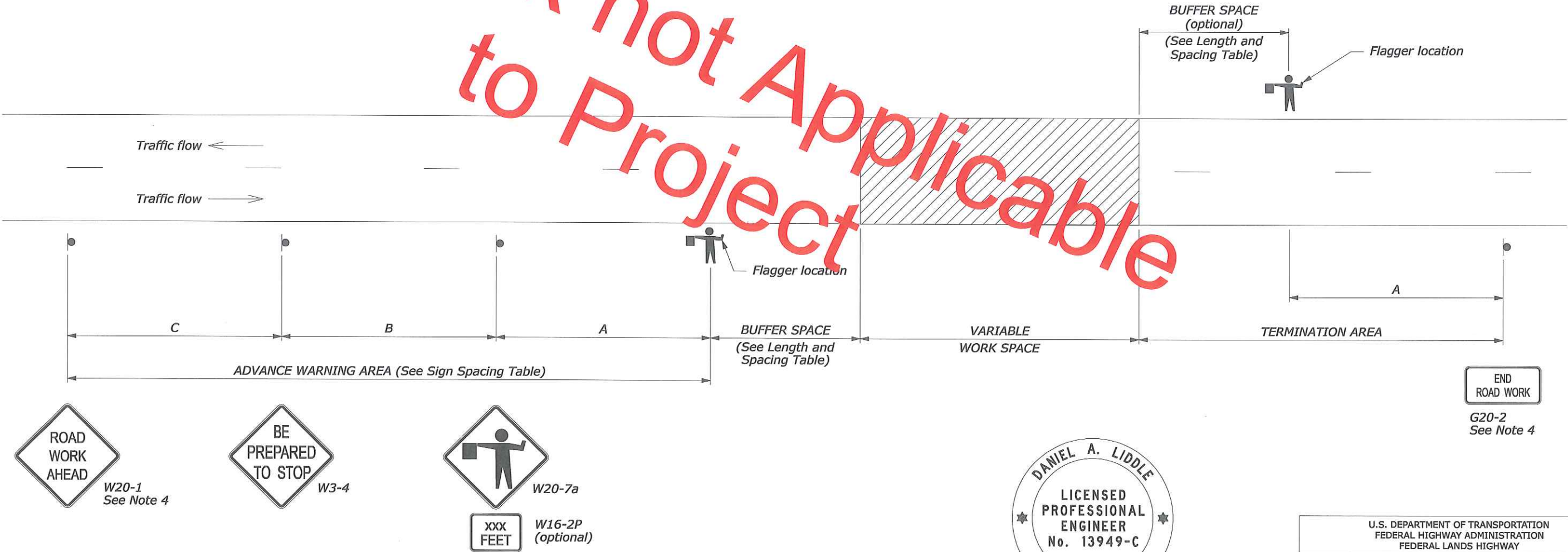
LENGTH AND SPACING TABLE	
APPROACH SPEED*	BUFFER SPACE LENGTH
MPH	FEET
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

* Approach speed based on the regulatory posted speed, not the advisory speed.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

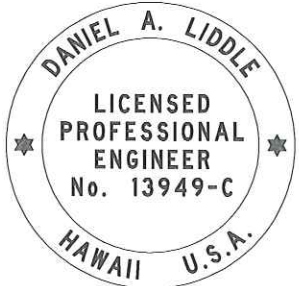
NOTE:

1. Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For pilot car operation, mount the "PILOT CAR FOLLOW ME" (G20-4) sign at a conspicuous location on the rear of vehicle. Prominently display the name of the Contractor on the pilot car.
4. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. For night time flagging operation, provide floodlighting at flagger stations.
6. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



11:54:40 AM S:\Tranproj\100013746-SR\HwyDes\Roadwy\Sheets_Bld_Package_1\T-600\HI SR 200(00)_st63505.dgn 5/1/2011

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Expiration Date of License 4/30/2012 NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD TEMPORARY TRAFFIC CONTROL ROAD CLOSURE LAYOUT (WITH FLAGGERS)	
STANDARD APPROVED FOR USE 6/2005 REVISED: DRAFT: 9/2010	STANDARD 635-5

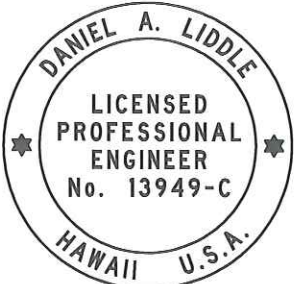
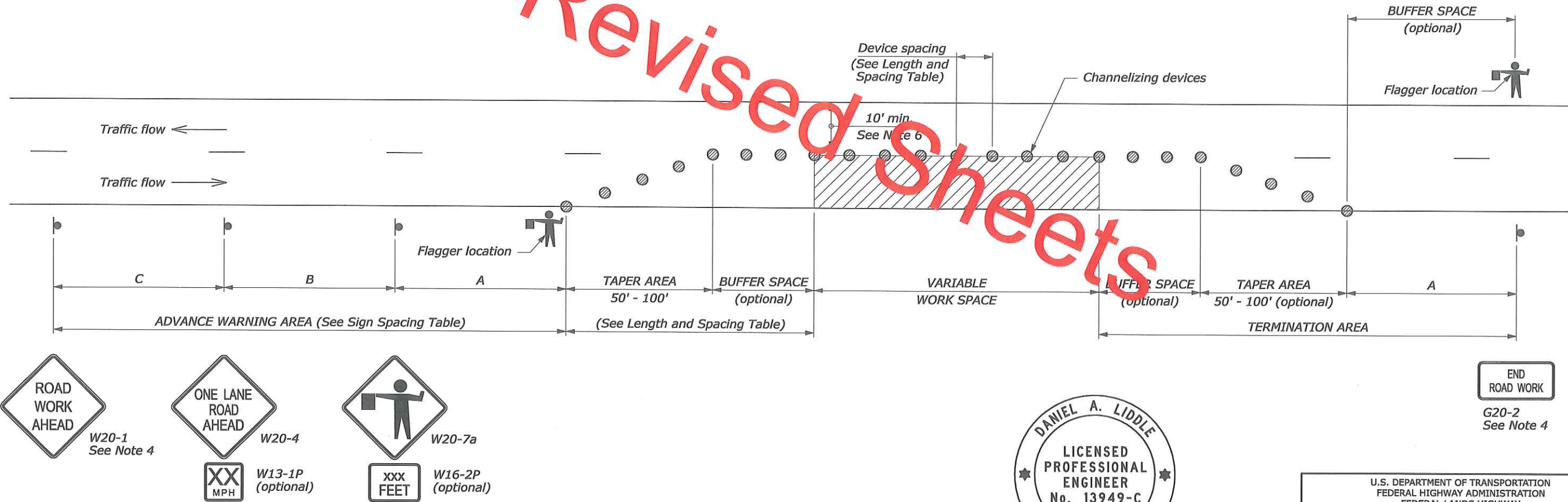
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110
60	570	20	120	120
65	645	20	130	130
70	730	20	140	140

* Approach speed based on the regulatory posted speed, not the advisory speed.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

- Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
- Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
- For pilot car operation, mount the PILOT CAR FOLLOW ME (G20-4) sign at a conspicuous location on the rear of vehicle. Prominently display the name of the contractor on the pilot car.
- If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
- For night time flagging operation, provide floodlighting at flagger stations.
- For project specific minimum width, refer to the Special Contract Requirements, Section 156.
- Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

U.S. CUSTOMARY STANDARD
**TEMPORARY TRAFFIC CONTROL
SINGLE LANE CLOSURE LAYOUT
(WITH FLAGGERS)**

STANDARD APPROVED FOR USE 6/2005
REVISED:
DRAFT: 9/2010

STANDARD
635-6

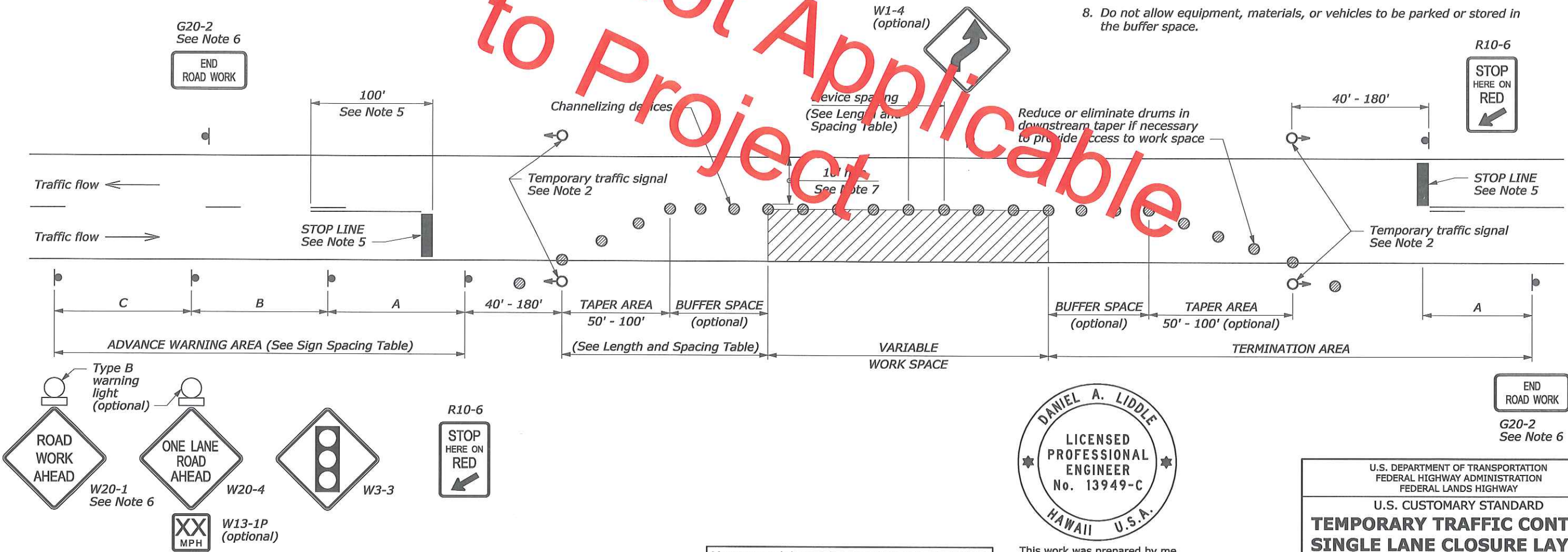
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110
60	570	20	120	120
65	645	20	130	130
70	730	20	140	140

* Approach speed based on the regulatory posted speed, not the advisory speed.

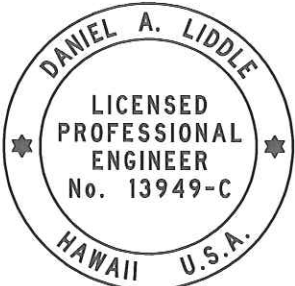
SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

- Advance Warning Area signs are shown for one direction of travel only. Place devices for opposite direction of travel.
- A single signal installation is acceptable, on the right-hand side of the road, if it has two signal faces that are at least 8 feet apart and meets the other requirements of Part 4 of the MUTCD.
- Install and operate temporary traffic control signals in accordance with the provisions of the MUTCD, Part 4. Signal timing shall be established by a qualified engineer. When the signal is changed to the flashing mode either manually or automatically, ensure red signal indications are flashed to both approaches.
- Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO. If signals are moved, revised signal timing must be determined by a qualified engineer.
- If the roadway surface is paved, install stop lines that comply with Section 3B.16 of the MUTCD. Remove existing conflicting pavement markings and raised markers between the work space and the stop line. Add no-passing lines in advance of the stop line. Removeable pavement markings may be used for stop lines and no-passing pavement markings.
- If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
- For project specific minimum width, refer to Special Contract Requirements, Section 156.
- Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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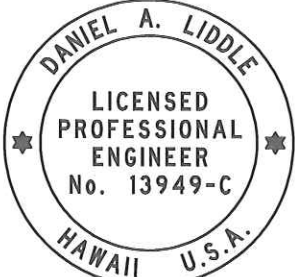
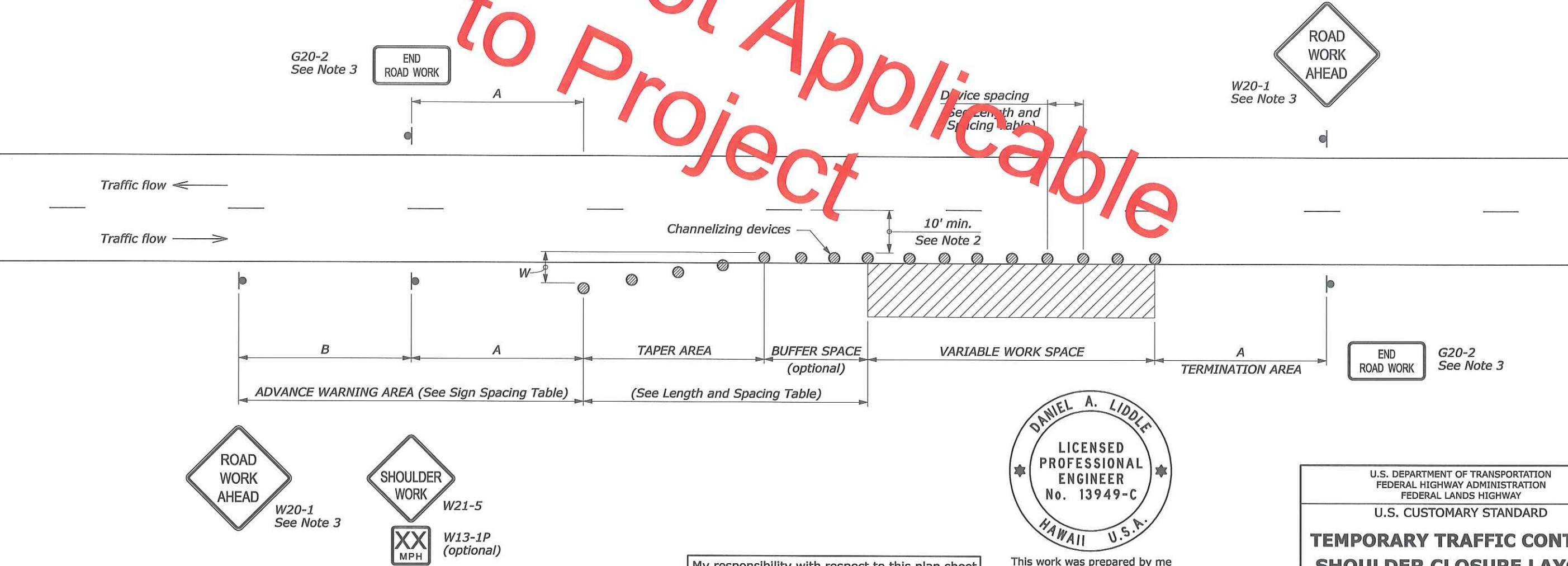
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT (WITH SIGNALS)	
STANDARD APPROVED FOR USE 6/2005	STANDARD 635-9
REVISED: DRAFT: 9/2010	

LENGTH AND SPACING TABLE					
APPROACH SPEED*	MINIMUM TAPER LENGTH**	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
			TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	FEET	SPACING IN FEET		
20	Shoulder taper formula: $L = \frac{WS^2}{180}$ for $S \leq 40$ MPH	115	20	40	40
25		155	25	50	50
30		200	30	60	60
35	$L = \frac{WS}{3}$ for $S \geq 45$ MPH	250	35	70	70
40		305	40	80	80
45		360	45	90	90
50	Where: L = Minimum length of taper W = Width of offset in feet S = Numerical value of posted speed limit or 85 percentile speed prior to work in miles per hour	425	50	100	100
55		495	55	110	110
60		570	60	120	120
65		645	65	130	130
70		730	70	140	140

* Approach speed based on the regulatory posted speed, not the advisory speed.
** Lengthen taper as needed to provide minimum of three channelizing devices in taper at required spacing.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

- NOTE:
- Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
 - For project specific minimum width, refer to Special Contract Requirements, Section 156.
 - If shoulder closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
 - Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY TRAFFIC CONTROL SHOULDER CLOSURE LAYOUT	
STANDARD APPROVED FOR USE 6/2005	STANDARD 635-10
REVISED: DRAFT: 9/2010	

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
HI	HI A-AD 6(6)	T11	T17

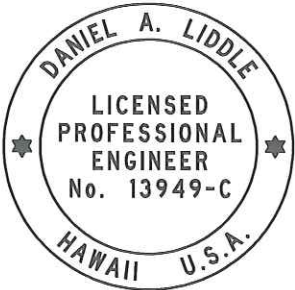
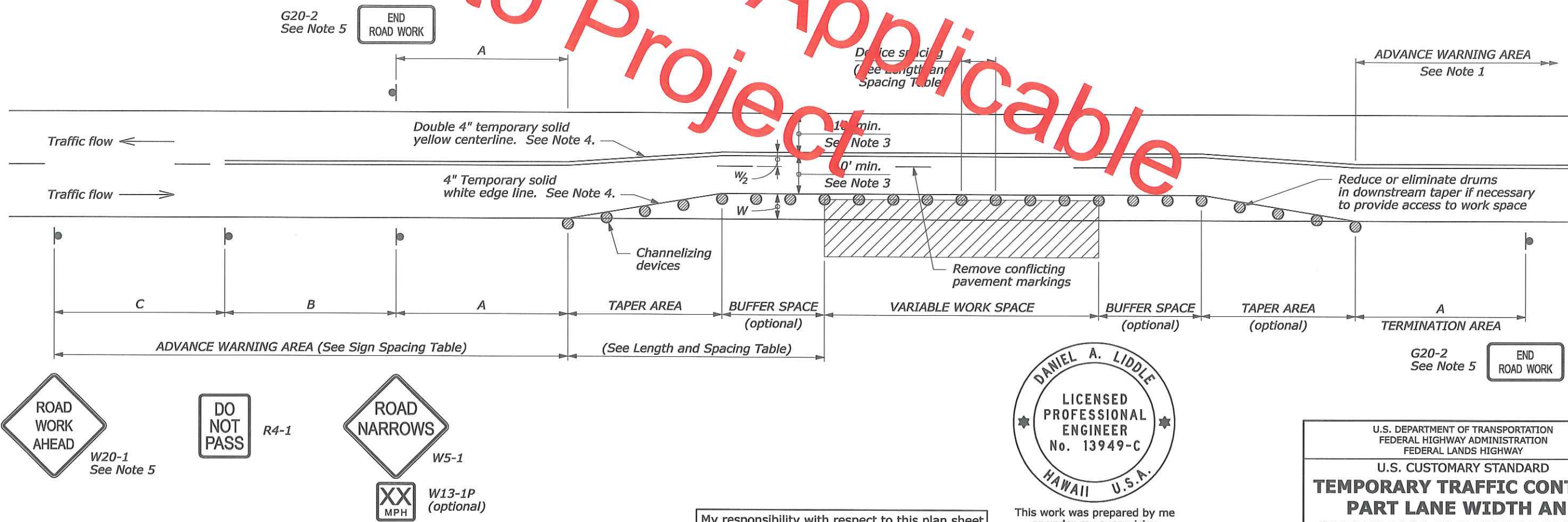
LENGTH AND SPACING TABLE					
APPROACH SPEED*	MINIMUM TAPER LENGTH	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
			TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	FEET	SPACING IN FEET		
20	Shifting taper formula: $L = \frac{WS^2}{120}$ for $S \leq 40$ MPH	115	20	40	40
25		155	25	50	50
30		200	30	60	60
35	$L = \frac{WS}{2}$ for $S \geq 45$ MPH	250	35	70	70
40		305	40	80	80
45		360	45	90	90
50	Where: L = Minimum length of taper	425	50	100	100
55	W = Width of offset in feet	495	55	110	110
60	S = Numerical value of posted speed limit or 85 percentile speed prior to work in miles per hour	570	60	120	120
65		645	65	130	130
70		730	70	140	140

* Approach speed based on the regulatory posted speed, not the advisory speed.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

1. Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. If the roadway surface is paved, install temporary pavement markings. If nearest no-passing zone is within 400', extend markings to connect zones.
5. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
6. Install "PASS WITH CARE" sign (R4-2) at ends of no-passing zone if directed by the CO.
7. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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Expiration Date of License 4/30/2012 NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD TEMPORARY TRAFFIC CONTROL PART LANE WIDTH AND SHOULDER CLOSURE LAYOUT	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-11

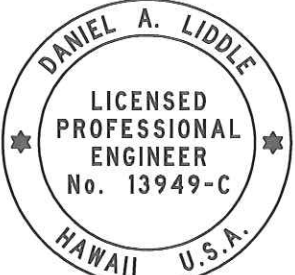
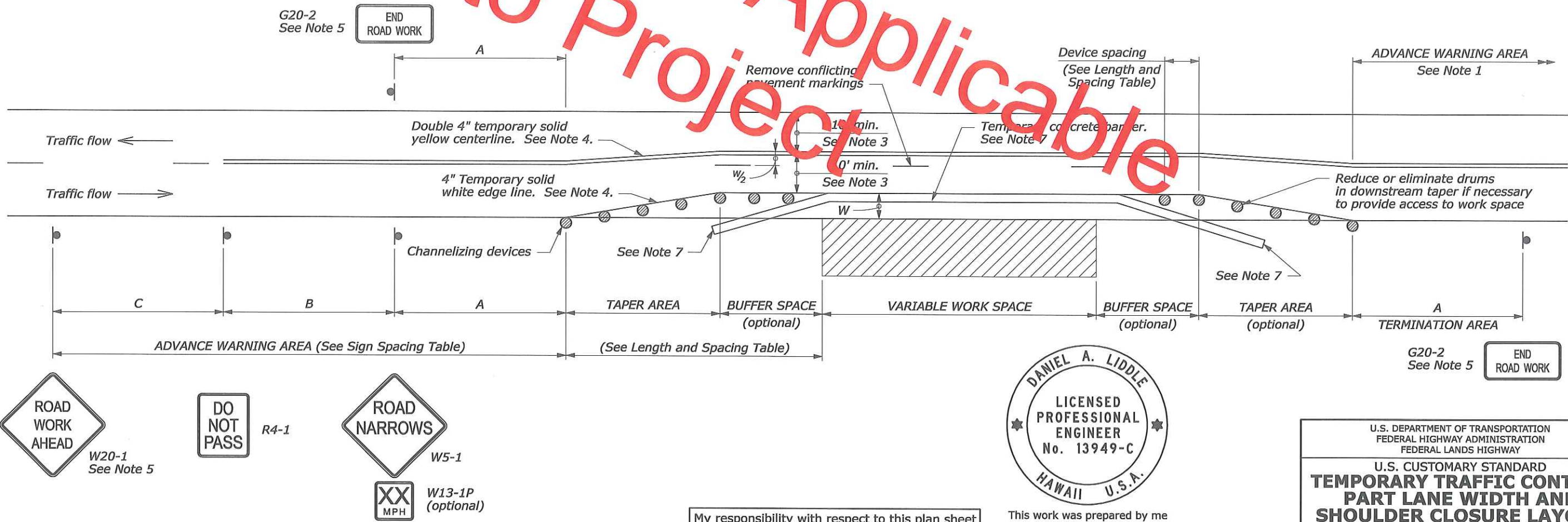
LENGTH AND SPACING TABLE					
APPROACH SPEED*	MINIMUM TAPER LENGTH	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
			TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	FEET	SPACING IN FEET		
20	Shifting taper formula: $L = \frac{WS^2}{120}$ for $S \leq 40$ MPH	115	20	40	40
25		155	25	50	50
30		200	30	60	60
35	$L = \frac{WS}{2}$ for $S \geq 45$ MPH	250	35	70	70
40		305	40	80	80
45		360	45	90	90
50	Where: L = Minimum length of taper	425	50	100	100
55	W = Width of offset in feet	495	55	110	110
60	S = Numerical value of posted speed limit or 85 percentile speed prior to work in miles per hour	570	60	120	120
65		645	65	130	130
70		730	70	140	140

* Approach speed based on the regulatory posted speed, not the advisory speed.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

1. Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. If the roadway surface is paved, install temporary pavement markings. If nearest no-passing zone is within 400', extend markings to connect zones.
5. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
6. Install "PASS WITH CARE" sign (R4-2) at ends of no-passing zone if directed by the CO.
7. Place the barrier according to the AASHTO Roadside Design Guide. Terminate barrier ends outside the clear zone or protect the ends of the barrier with a crash cushion. Include reflectors on barrier at 25' intervals.
8. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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Expiration Date of License 4/30/2012 NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

U.S. CUSTOMARY STANDARD
**TEMPORARY TRAFFIC CONTROL
PART LANE WIDTH AND
SHOULDER CLOSURE LAYOUT
WITH TEMPORARY BARRIER**

STANDARD APPROVED FOR USE 6/2005
REVISED:
DRAFT: 9/2010

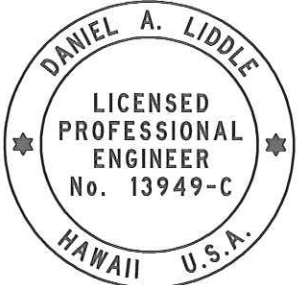
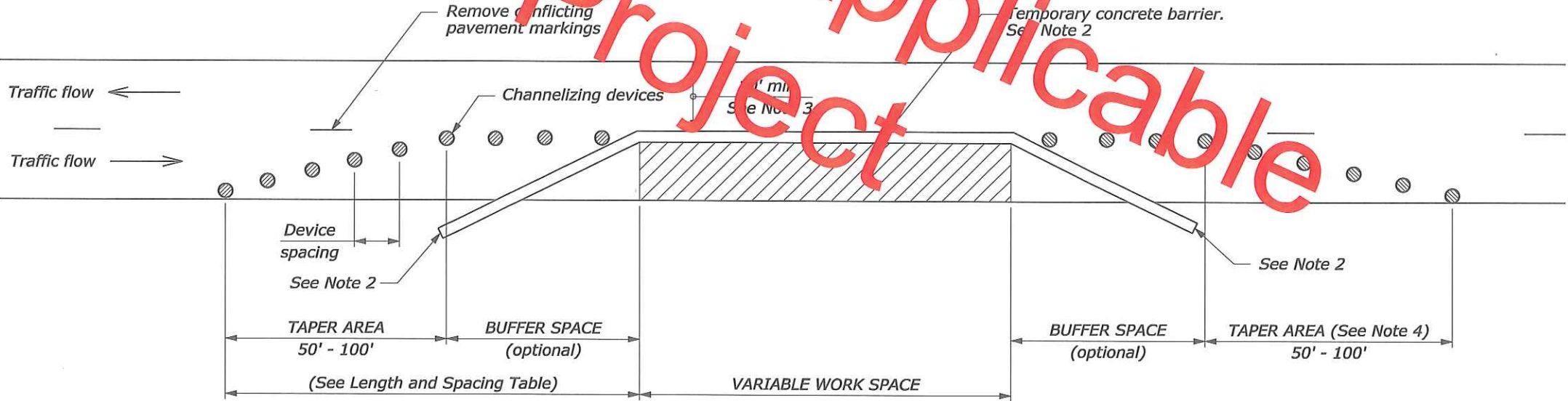
STANDARD
635-12

LENGTH AND SPACING TABLE					
APPROACH SPEED*	BUFFER SPACE LENGTH MPH	CHANNELIZING DEVICE			CONCRETE BARRIER FLARE RATE
		TAPER AREA	BUFFER SPACE	WORK SPACE	
		SPACING IN FEET			
20	115	20	40	40	1:8
25	155	20	50	50	1:8
30	200	20	60	60	1:8
35	250	20	70	70	1:9
40	305	20	80	80	1:10
45	360	20	90	90	1:12
50	425	20	100	100	1:14
55	495	20	110	110	1:16
60	570	20	120	120	1:16
65	645	20	130	130	1:16
70	730	20	140	140	1:16

* Approach speed based on the regulatory posted speed, not the advisory speed.

NOTE:

1. Install signs and other devices for single lane closure according to Standard 635-6, 7, 8, or 9. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
2. Place barrier according to the AASHTO Roadside Design Guide. Terminate barrier ends outside the clear zone or protect the ends of the barrier with a crash cushion. Include reflectors on barrier at 25' intervals.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. Place channelizing devices at downstream taper during non-work hours or when access is not needed.
5. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
6. Reduce or eliminate drums and barrier in downstream taper if necessary to provide access to work space.



My responsibility with respect to this plan sheet is limited to the selection of the standard plans for this project and a determination that the selection is appropriate for the project.

This work was prepared by me or under my supervision
Daniel A. Liddle

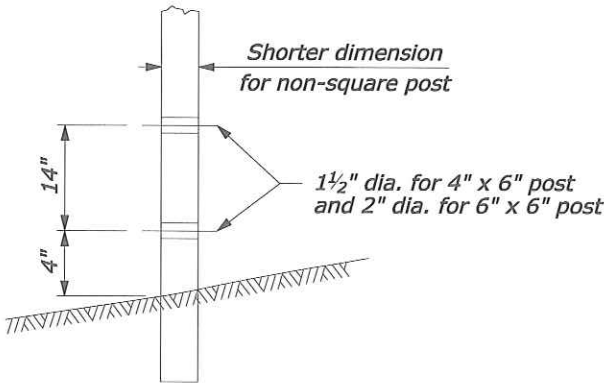
Expiration Date of License 4/30/2012 NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT (WITH TEMPORARY BARRIER)	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-13

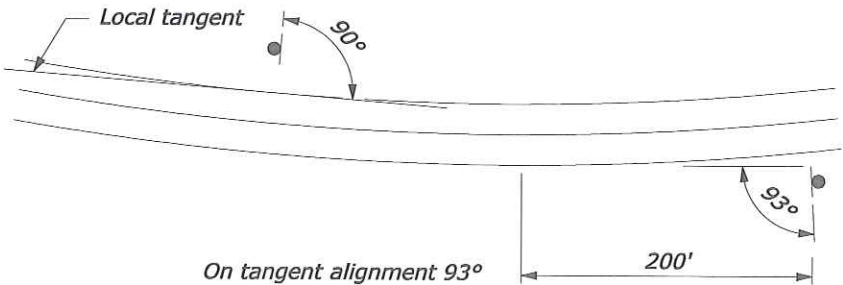
STATE	PROJECT	SHEET NO.	TOTAL SHEETS
HI	HI A-AD 6(6)	T14	T17

NOTE:

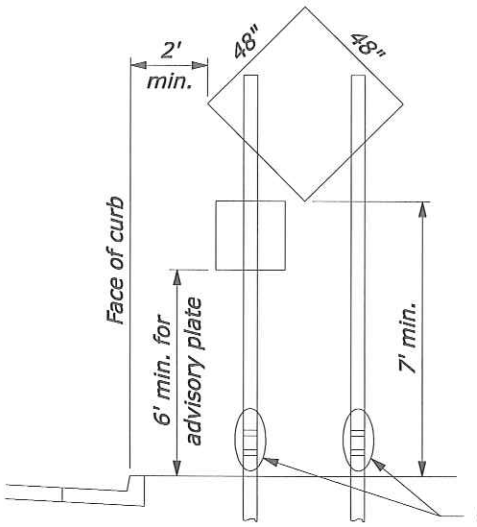
- ~~Use~~ ^{Used} Type III or higher type sheeting on all signs and channelizing devices. Warning lights are not normally needed on devices with Type III or higher type sheeting, but may be beneficial to attract the drivers attention in fog or other special conditions. When used, apply the appropriate type of warning light (Type A, B, C, or D) per the MUTCD Chapter 6F.
- ~~Use~~ all sign supports exposed to impact by traffic meet the requirements of NCHRP-350 for crash worthiness.
- Do not store traffic control devices along the roadway when not in use. Cover post-mounted signs when not applicable.
- State standards may be used as an alternative if approved by the CO.



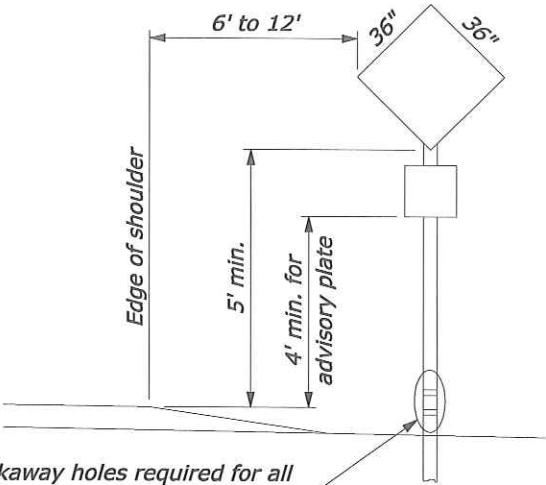
POST DETAIL



SIGN INSTALLATION ANGLE



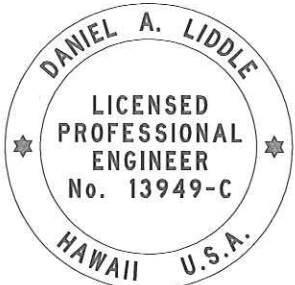
URBAN AREAS
(or pedestrian or parking areas)



RURAL AREAS

NOTE: Mount signs with area 9 sqft and under on a single 4" x 4" wood post. Use double wood posts for signs wider than 36" or signs with an area over 9 sqft. Steel ~~was~~ used in lieu of wood posts (See Note 2)

SIGN PLACEMENT



This work was prepared by me or under my supervision

Daniel A. Liddle

Expiration Date of License 4/30/2012

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

U.S. CUSTOMARY STANDARD

**TEMPORARY TRAFFIC CONTROL
SIGN INSTALLATION**

STANDARD APPROVED FOR USE 6/2005

REVISED:
DRAFT: 11/2007

STANDARD
635-14

NO SCALE