


Memorandum

*Flex your power!
Be energy efficient!*

To: DEPUTY DISTRICT DIRECTORS
Maintenance and Traffic Operations

Date: May 2, 2006

From: STEVE TAKIGAWA 
Chief
Division of Maintenance

KRIS BALAJI 
Chief
Division of Traffic Operations *for*

Subject: Typical Signs for Chain On/Off Areas

Attached are the new Typical Sequence of Signs for Chain On/Off areas as well as guidelines for their installation. These typicals have been developed to standardize signage statewide in Chain On/Off areas.

Please develop a list of locations that require the new sequence of signs in your district. The list should include the county, route, post mile and estimated installation completion date. The locations should be prioritized with areas that may have permitted chain installers working as the first priority. All locations created specifically for Chain On/Off activities including all locations where these activities have occurred historically whether on or off the traveled way, must use the pedestrian signs as outlined in the typicals without exceptions. Please submit the list of locations to Jack Tonkin by June 1, 2006.

Please schedule the installation of signs as soon as possible. The goal is to get the first priority locations installed no later than October 31, 2006.

Attachments

Guidelines for Typical Sequencing of Signs for Chain On and Chain Off Areas

It is expected that these typicals will be followed in all chain on and chain off areas statewide, whether a designated location or one historically used by the public for chain on/off. Exceptions are allowed, when and where justified by sound engineering judgement. Exceptions shall be documented with the reason for it. Exceptions shall be approved and signed by the District Traffic Engineer and the Maintenance Manager of each specific area who will keep copies on file.

These typicals are for average conditions. In other than average conditions, the local Maintenance Manager may request the District Traffic Engineer to authorize an exception at a specific location, providing:

- (A) The specific location is identified by County, Route and Post mile.
- (B) The exception does not compromise the safety of workers or the public.
- (C) The exception is not for general use but specific to one area.
- (D) The exception and rationale is documented in District files.
- (E) The exception does not apply to W11-2 Pedestrian signs posted at the beginning of chain on or chain off areas.

The intent is to allow an exception at specific locations where traffic counts, availability of personnel to staff chain controls, availability of designated areas off the main traveled way, infrequency of chain controls, geometric terrain features, or unnecessary exposure of employees to traffic make these typicals impractical to implement.

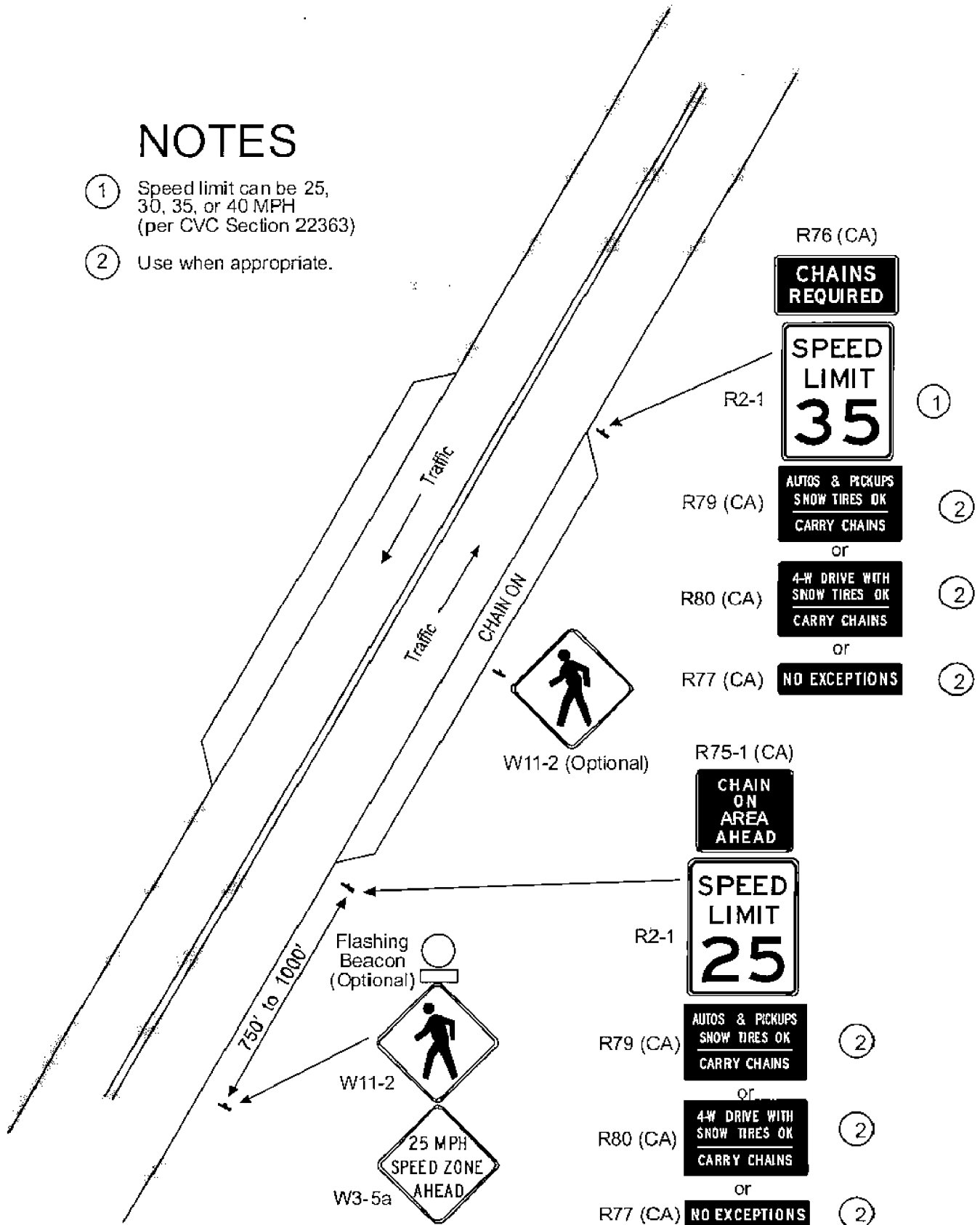
Placement Guidelines

The W11-2 and W3-5a signs shall be mounted on the same post with 12 feet lateral clearance from the edge of the traveled way with four feet of vertical clearance. These signs are to be placed using sound engineering judgement, between 750-1000 feet in advance of the actual chain on/off area.

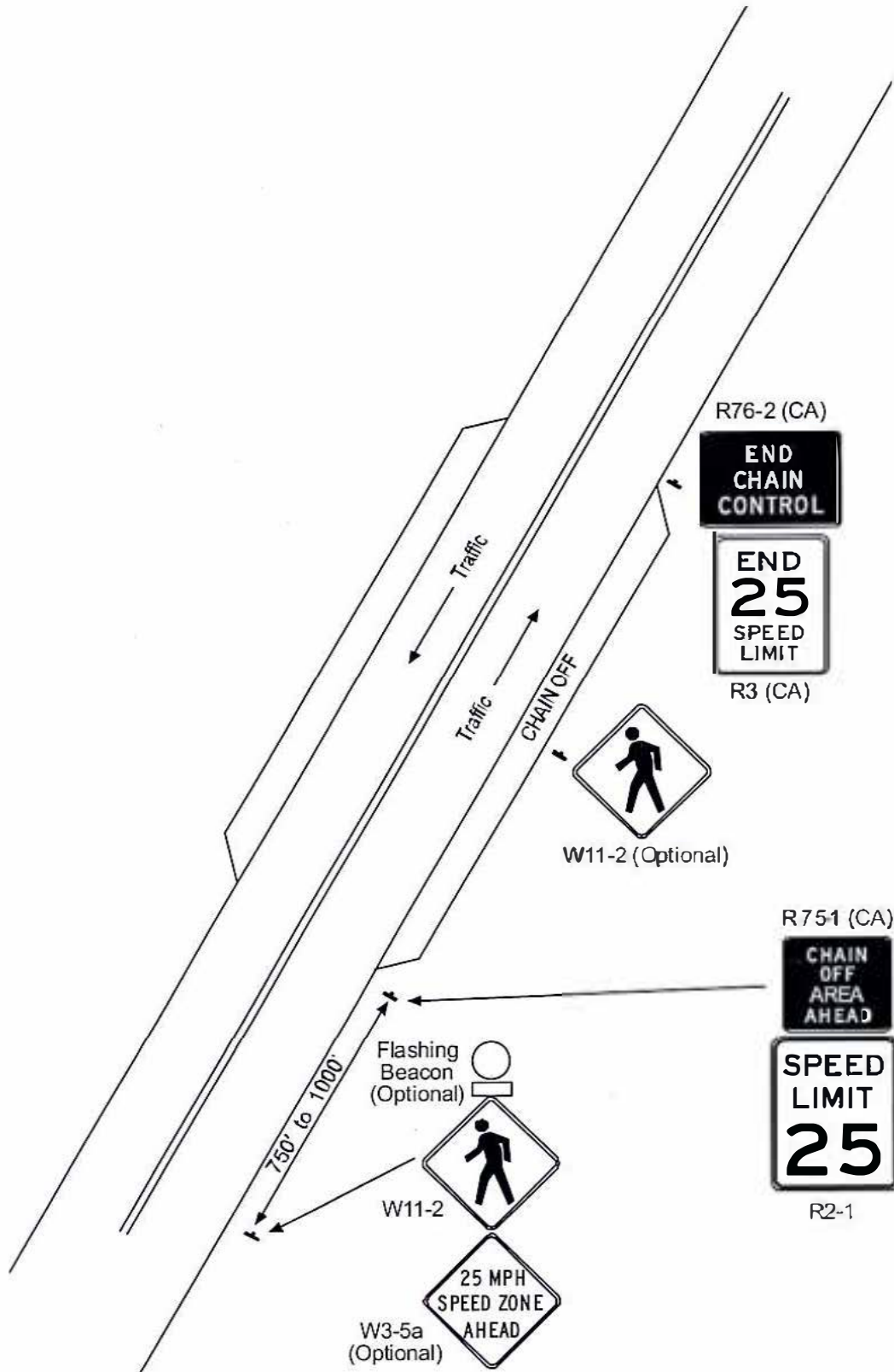
TYPICAL SEQUENCING OF SIGNS
IN CHAIN ON AREA ON A 2-LANE HIGHWAY

NOTES

- ① Speed limit can be 25, 30, 35, or 40 MPH (per CVC Section 22363)
- ② Use when appropriate.



TYPICAL SEQUENCING OF SIGNS IN CHAIN OFF AREA ON A 2-LANE HIGHWAY



TYPICAL SEQUENCING OF SIGNS
IN CHAIN ON AREA ON A MULTI-LANE HIGHWAY

NOTES

- ① Speed limit can be 25, 30, 35, or 40 MPH (per CVC Section 22363)
- ② Use when appropriate.
- ③ Use duplicate sign on left side (median area) when and where practicable.

