

STATE	PROJECT	SHEET NUMBER	

## NOTE:

1. When the contract does not include the final surfacing, allow for the thickness of the final pavement structure when establishing the elevation of the traffic delineators.

2. Place delineators at a constant clearance distance from the edge of pavement except where guardrail or other obstructions interfere. Align delineators with the inside edge of obstruction. Install delineators located behind beam guardrail so that the delineator post is adjacent to the trailing edge of the nearest guardrail post. (See typical installation with beam type guardrail).

3. When a delineator falls within a cross road or approach, the delineator may be moved in either direction a distance not to exceed one quarter of the normal spacing. Eliminate the post if this allowance is exceeded.

4. Mount delineators on metal posts with <sup>3</sup>/<sub>16</sub>" cadmium plated bolt(s). Drill or punch a minimum of twelve <sup>3</sup>/<sub>8</sub>" diameter holes on 1-inch centers from the top of the post. <sup>3</sup>/<sub>8</sub>" square holes may be used with large-headed bolt or an appropriate washer. Jam threads after tightening the nut to prevent removal.

5. All delineator reflectors have  $\frac{3}{4}$ " corner radii.

6. Manufacture posts from flanged U-channel sections of steel meeting the requirements of ASTM A 36 and weighing not less than 1.25 pounds per foot or aluminum meeting the requirements of ASTM B 221, Alloy 6061-T6, with a minimum thickness of 0.125 inches. After fabrication galvanize steel posts in accordance with ASTM A 123.

7. When a route has a current ADT of 900 or greater, continuously delineate the roadway along the shoulder by means of post mounted reflectors. Spacing on tangent sections is 400 feet.

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATI WESTERN FEDERAL LANDS HIGHWAY DI	ON			
U.S. CUSTOMARY DETAIL				
MONTANA				
DELINEATORS				
DETAIL APPROVED FOR USE 11/2006	detail W633-60			
REVISED: 1/2008				