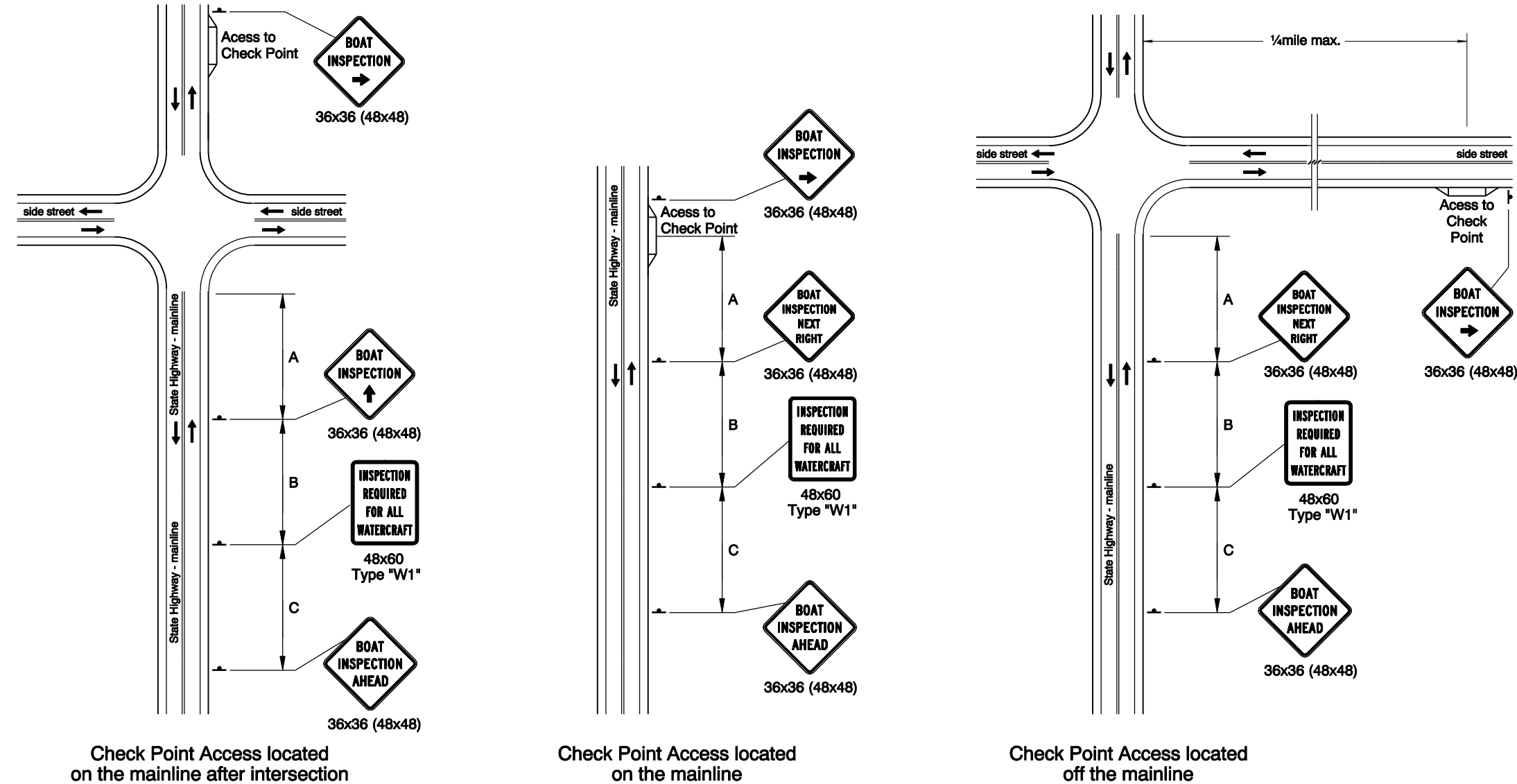
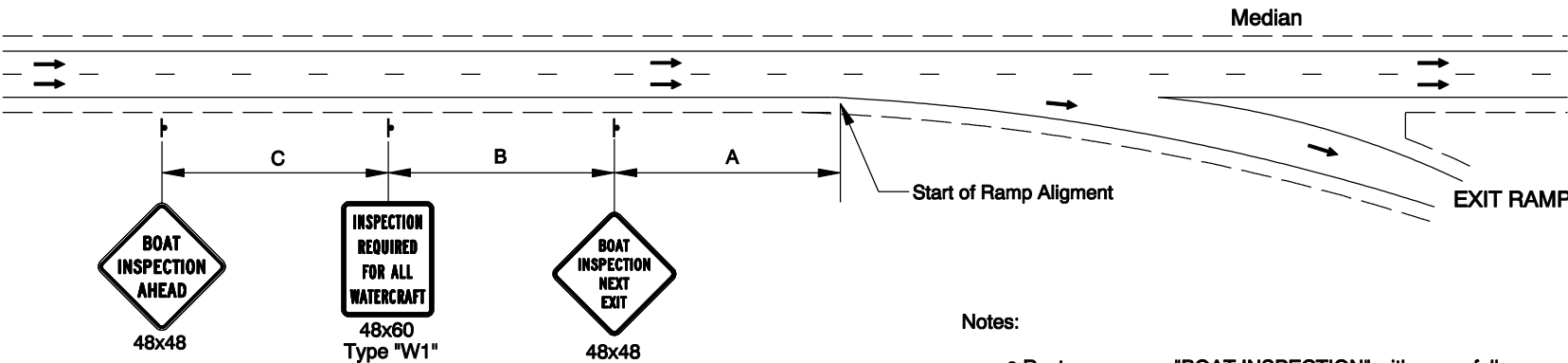




TYPICAL CONVENTIONAL HIGHWAY LAYOUT

(Details depict a check-point targeting NB vehicles only. The standard series of signs shown for the NB approach may be used on other approaches to intersection if desired.)



Notes:

- Rest areas: use "BOAT INSPECTION" with arrow follow-up signs as necessary within the rest area to guide motorists to the correct location.
- Standard exit ramps: use "BOAT INSPECTION" with arrow follow-up signs at ramp terminal and as necessary beyond the terminal to guide motorists to the correct location.

TYPICAL FREEWAY LAYOUT

General Notes for All Details:

- All signs Type "04" unless otherwise indicated
- Sign dimensions in (XX x XX) are optional
- PCMS may be used for additional emphasis if desired. If used, follow requirements set forth in the "Guidelines for Operations of Variable Message Signs on State Highways"
- All dimensions shown in inches unless otherwise indicated

To qualify for signing on the state highway, a check station shall:

- Be located within ¼ mile from highway. On freeways this is measured from the freeway gore point to the check station access point.
- Not require lane or shoulder closures on the highway.
- Have maps available for distribution to motorists to direct them back to the highway if the return route is not clearly visible to the motorist (e.g. multiple turns).

TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE			
★ Speed (mph)	Sign Spacing (ft)		
	A	B	C
20 - 30	100	100	100
35 - 40	350	350	350
45 - 55	500	500	500
55 - 70 Freeway	1000	1500	2640

NOTE:

- When necessary, sign spacing may be adjusted to fit site conditions. Limit spacing adjustments to 20% of the "A" dimension for speeds < 45 mph. Limit spacing adjustments to 10% of the "A" dimension for speeds ≥ 45 mph.

For sign design details see DET 4101

The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

Invasive Species
Check Point Layout

DETAIL NO.
DETAIL 4100