Gibson Traffic Consultants, Inc.

## MEMORANDUM

To: Robert Eichelsdoerfer. Senior Engineer - King County
From: Matthew Palmer, PE MgP
Subject: 2016 King County Road Design and Construction Standards (KCRDCS)
Date: October 31, 2017
Project: Raging River Quarry, GRDE15-0166, GTC \#15-137
This response memorandum is to provide additional information to address comments by King County for additional information regarding Design Speed and Entering Sight Distance.

The information will cover the following KCRDCS:

- 1.17 - Design Speed, 10 mph above the posted speed limit for arterials.
- 2.13 - Entering Sight Distance


## 1. Design Speed (KCRDCS 1.17)

The posted speed limit along Preston-Fall City Road SE a principal arterial in the vicinity Carmichael Road is 45 mph . This would require a design speed of 55 mph based on KCRDCS. Per the American Association of State Highway Transportation Officials (AASHTO), operating speed is the speed at which drivers are observed operating their vehicle during free flow conditions and the $85^{\text {th }}$ percentile is the most frequently used measure of the operating speed. Therefore, speed data was collected on Preston-Fall City Road approximately 550 feet to the north of Carmichael Road. The three days of data collected shows an average $85^{\text {th }}$ Percentile speed of 49.0 mph for southbound vehicles. Therefore, these $85^{\text {th }}$ percentile speeds should be utilized when assessing the available sight distance on Preston-Fall City Road SE at Carmichael Road.

## 2. Sight Distance (KCRDCS 2.12(B) \& 2.13)

The speed data collected for the sight distance calculations on Preston-Fall City Road SE north of Carmichael Road would require a design speed of 49.0 mph southbound vehicles. The required sight distance for the design speed are as follows:

Southbound Design Speed - 49.0 mph

- Stopping Sight Distance - 412 feet
- Entering Sight Distance - 544 feet

Northbound Design Speed - 55 mph (based on posted $45 \mathrm{mph}+10 \mathrm{mph}$ modifier)

- Stopping Sight Distance -495 feet
- Entering Sight Distance -610 feet

The current King County standards evaluate stopping sight distance measured from an eye height of 3.5 feet to an object height of 2.0 feet. The entering sight distance has been evaluated based on an entering vehicle eye height of 3.5 feet from 14.5 feet from the edge of the traveled way to an approaching vehicle eye height of 4.25 feet, which is consistent with King County standards.

### 2.1. Stopping Sight Distance

All the movements at Preston-Fall City Road SE at Carmichael Road meet stopping sight distance based on the $85^{\text {th }}$ percentile speed in the southbound direction and 55 mph design speed in the northbound direction.

The available stopping sight distance for southbound vehicle to stop before rear ending a vehicle waiting to turn right at Carmichael Road/Site Access is greater than 500 feet and for a northbound vehicle to stop before rear ending a vehicle waiting to turn left onto Carmichael Road is 700 feet. This is sufficient to meet the stopping sight distance requirement.

Based on the collision history, no channelization being warranted, and sufficient stopping sight distance the additional traffic from the development would not create or add to a safety problem.

### 2.2. Entering Sight Distance

All the movements at Carmichael Road meet entering sight distance based on the $85^{\text {th }}$ percentile speed and clearing within right-of-way (ROW) based on the available ROW data on King County Parcel Viewer.

The intersection of Preston-Fall City Road SE at Carmichael Road has 545-560 feet of entering sight distance when looking to the north at an oncoming southbound vehicle and over 700 feet of entering sight distance when looking to the south at an approaching northbound vehicle.

With clearing to reduce vegetation height in the right-of-way of Preston-Fall City Road SE north of Carmichael Road there will be approximately 560 feet of entering sight distance as shown in the parcel viewer figure north of the access. This will meet the required entering sight distance of 544 feet based on the 49.0 mph design speed for southbound vehicles.

## 3. Additional Mitigation

To maximize the available entering sight distance, Carmichael Road/Site Access should be striped to position vehicles as far south as possible extending the straight-line sight distance to the north. Also, where the sight distance becomes limited to the north of the sight access at approximately 560 feet, GTC would recommend installing MUTCD W11-10 sign and additional signing posted with the W11-10 sign that reads "CAUTION WATCH FOR TRUCK TRAFFIC".

Attachments (A-1 to A-13)


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Location:
PRESTON FALL CITY RD NEAR 5905
10/17/2017 to 10/19/2017
01
DATA SOLUTIONS

Tuesday, October 17, 2017
Northbound

| Time | Speed Range (mph) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Total Volume |
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|  | 0-10 | 10-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | 80-85 | $85+$ |  |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 6 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 18 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 49 | 53 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 7:00 AM | 0 | 0 | 0 | 0 | 2 | 1 | 11 | 69 | 64 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 163 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 103 | 88 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 226 |
| 9:00 AM | 0 | 0 | 1 | 0 | 1 | 10 | 61 | 150 | 67 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 10:00 AM | 0 | 0 | 0 | 0 | 1 | 3 | 34 | 63 | 68 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 114 | 84 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 23 | 115 | 76 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 114 | 105 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 2:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 24 | 133 | 144 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 3:00 PM | 0 | 0 | 0 | 1 | 1 | 1 | 25 | 137 | 243 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 455 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 182 | 283 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 537 |
| 5:00 PM | 0 | 0 | 1 | 1 | 2 | 2 | 27 | 176 | 258 | 69 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 537 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 124 | 204 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 376 |
| 7:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 59 | 105 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 53 | 63 | 26 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 153 |
| 9:00 PM | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 37 | 45 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 123 |
| 10:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 10 | 27 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| Total | 0 | 1 | 2 | 3 | 10 | 33 | 365 | 1,729 | 2,032 | 458 | 35 | 9 | 2 | 0 | 0 | 0 | 0 | 4,679 |
| Percent | 0.0\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 0.7\% | 7.8\% | 37.0\% | 43.4\% | 9.8\% | 0.7\% | 0.2\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |


| Daily Percentile Speed Summary |  | Speed Statistics |  |  |  |
| :--- | :--- | :--- | :--- | ---: | :---: |
| 50th Percentile (Median) | 45.2 | mph | Mean (Average) Speed | 45.3 | mph |
| 85th Percentile | 49.1 | mph | 10 mph Pace | $40.4-50.4$ | mph |
| 95th Percentile | 51.6 | mph | Percent in Pace | 80.7 | $\%$ |



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Location:
PRESTON FALL CITY RD NEAR 5905
10/17/2017 to 10/19/2017
01

18, 2017
Southbound

| Time | Speed Range (mph) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Total Volume |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 0-10 | 10-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | 80-85 | $85+$ |  |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 15 | 28 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 | 94 | 58 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 198 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 108 | 214 | 77 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 423 |
| 7:00 AM | 1 | 3 | 14 | 8 | 0 | 1 | 38 | 201 | 274 | 47 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 589 |
| 8:00 AM | 0 | 0 | 0 | 1 | 5 | 8 | 31 | 188 | 205 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 474 |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 5 | 34 | 123 | 161 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 355 |
| 10:00 AM | 0 | 0 | 0 | 0 | 2 | 2 | 28 | 123 | 108 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 279 |
| 11:00 AM | 0 | 0 | 0 | 0 | 2 | 4 | 19 | 102 | 113 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 12:00 PM | 0 | 2 | 1 | 4 | 4 | 6 | 28 | 105 | 100 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 275 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 12 | 20 | 120 | 101 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 2:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 26 | 118 | 134 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 302 |
| 3:00 PM | 0 | 0 | 0 | 0 | 2 | 3 | 14 | 101 | 170 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 2 | 24 | 89 | 113 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 272 |
| 5:00 PM | 0 | 2 | 2 | 0 | 0 | 0 | 9 | 80 | 114 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 31 | 79 | 77 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 22 | 38 | 59 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 22 | 40 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 21 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 2 | 7 | 18 | 13 | 19 | 85 | 393 | 1,737 | 2,074 | 529 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 4,926 |
| Percent | 0.0\% | 0.1\% | 0.4\% | 0.3\% | 0.4\% | 1.7\% | 8.0\% | 35.3\% | 42.1\% | 10.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |


| Daily Percentile Speed Summary |  | Speed Statistics |  |  |  |
| :--- | ---: | :--- | :--- | ---: | :--- |
| 50th Percentile (Median) | 45.2 | mph | Mean (Average) Speed | 45 | mph |
| 85th Percentile | 49.3 | mph | 10 mph Pace | $40.3-50.3$ | mph |
| 95th Percentile | 52.0 | mph | Percent in Pace | 77.6 | $\%$ |



|  | \％000 | \％000 | \％000 | \％000 | \％000 | \％ト＇0 | \％ガ0 | \％で9 | \％0＇6E | \％で0t | \％0＇で | \％L＇レ | \％${ }^{\text {co }}$ | \％000 | \％1＇0 | \％${ }^{\text {co }}$ | \％0＊0 | ұนәつ．2． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 61－L＇t | 0 | 0 | 0 | 0 | 1 | $\varepsilon$ | LZ | 七6て | ても8＇ | S68＇ | 999 | 62 | $L$ | 乙 | G | t | 0 | ［eł01 |
| 62 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | L | O1 | L | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：1r |
| 98 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | G1 | 七¢ | 七乙 | トレ | 1 | 0 | 0 | 0 | 0 | 0 | Wd 00：01 |
| でし | 0 | 0 | 0 | 0 | 0 | 0 | $\downarrow$ | $\varepsilon 乙$ | S9 | $\angle t$ | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：6 |
| L91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | トレ | S9 | $\varepsilon 9$ | SZ | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | Wd 00：8 |
| z92 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | E1 | $\angle 8$ | †01 | 09 | L | 0 | 0 | 0 | 0 | 0 | Wd 00：L |
| 00t | 0 | 0 | 0 | 0 | 0 | 0 | 0 | St | S1L | 281 | S8 | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | Wd 00：9 |
| tOS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 61 | $9 \downarrow$ ¢ | 861 | $9 \varepsilon$ | † | 0 | 0 | 0 | 0 | 0 | Wd 00：9 |
| ESS | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | 乙¢ | 89己 | 6て乙 | 乙ย | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00： |
| Lもt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 七て乙 | 8ヤ1 | 62 | † | 乙 | 乙 | G | † | 0 | Wd 00：8 |
| LLE | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 | 七\＆1 | 815 | $\varepsilon \varepsilon$ | 6 | 0 | 0 | 0 | 0 | 0 | Wd 00：乙 |
| SSZ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 七乙 | して1 | 06 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00： 1 |
| SSZ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 98 | トロレ | $8 \varepsilon$ | O1 | 1 | 0 | 0 | 0 | 0 | Wd 00： 21 |
| 8Lて | 0 | 0 | 0 | 0 | 0 | 0 | 1 | O1 | 乙8 | 乙6 | L乙 | 9 | 0 | 0 | 0 | 0 | 0 | W＊00： 11 |
| \＆て乙 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 02 | 92 | 82 | 0t | 9 | 1 | 0 | 0 | 0 | 0 | W＊00：01 |
| 8ヵZ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 乙 | EG | 6 6L | $8 \varepsilon$ | カレ | 1 | 0 | 0 | 0 | 0 | W $\forall 00: 6$ |
| t61 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | 8 | 09 | 66 | 七乙 | 1 | 0 | 0 | 0 | 0 | 0 | W $\forall 00: 8$ |
| 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 01 | カャ | $\angle 9$ | カャ | G | 1 | 0 | 0 | 0 | 0 | W $\forall 00: 2$ |
| OZL | 0 | 0 | 0 | 0 | 0 | 0 | 1 | O1 | $6 \varepsilon$ | 8 G | 1ト | 1 | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00：9 |
| Lt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | L1 | 91 | $L$ | 1 | 0 | 0 | 0 | 0 | 0 | W $\forall 00$ ： |
| OZ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 乙 | 8 | † | 乙 | 乙 | 1 | 0 | 0 | 0 | 0 | W $\forall 00: t$ |
| LI | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | 乙 | $\varepsilon$ | $\varepsilon$ | 1 | 0 | 0 | 0 | 0 | 0 | 0 | W $\forall 00: \varepsilon$ |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | $\varepsilon$ | 9 | 乙 | 乙 | 乙 | 0 | 0 | 0 | 0 | 0 | W $\forall 00: 乙$ |
| $\varepsilon L$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | † | 9 | 乙 | 0 | 0 | 0 | 0 | 0 | 0 | W＊00： 1 |
| LZ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | G | O1 | † | 0 | 0 | 0 | 0 | 0 | 0 | WV 00：Z1 |
| əun！0＾ | ＋ 98 | S8－08 | 08－SL | SL－0L | 0L－G9 | S9－09 | 09－SS | SG－0G | OS－St | St－0t | Ot－sE | SE－0¢ | OE－SZ | SZ－0Z | OZ－91 | St－01 | OL－0 | อس！ |
| ［1701 | （4du）əbuey pəəds |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

punoqułon LLOZ ‘6L ләqołoo ‘Кeps．nपч

| \％ | 6.08 |  | udu | O．IS | Ә！！${ }^{\text {a }}$ |
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| ydu | $\angle 6 t-L 6 \varepsilon$ | әэed udu 01 | ydur | c．8t | ә！！uәכฝəd પIG8 |
| ydm | ぐガ |  | ydu | 8＇カワ | （ue！pəw）ə！！uәэィə¢ પł0G |
| sэ！！s！！els peods |  |  | Kıeumis pəədS ə！！ |  |  |


|  | \％000 | \％000 | \％000 | \％000 | \％000 | \％ト＇0 | \％9＊0 | \％ع＇L | \％L＇0t | \％レ＇0t | \％9＇6 | \％で | \％で0 | \％で0 | \％000 | \％000 | \％000 | ఫuәつ．2． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0Zて＇9 | 0 | 0 | 0 | 0 | 1 | $\varepsilon$ | 乙\＆ | 08\＆ | 9Z1＇乙 | S60＇Z | 66t | 19 | て， | 8 | 乙 | 0 | 1 | ［eł01 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | G | G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：1r |
| LZ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | † | 8 | $\varepsilon 1$ | 乙 | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：01 |
| 9t | 0 | 0 | 0 | 0 | 1 | 0 | 0 | G | 81 | ャレ | 8 | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：6 |
| 801 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | $\downarrow$ | $8 \varepsilon$ | ๕乙 | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：8 |
| \＆とL | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | $8 \varepsilon$ | 乙9 | 七乙 | 乙 | 0 | 0 | 0 | 0 | 0 | Wd 00：L |
| てZZ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | て1 | ZL | LO1 | $\angle Z$ | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | Wd 00：9 |
| カ8て | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | 乙乙 | เย1 | カレト | ャレ | 1 | 0 | 0 | 0 | 0 | 0 | Wd 00：9 |
| LZE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | ¢ ¢ | 1とト | 82 | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | Wd 00：t |
| S9E | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | $6 \downarrow$－ | カャレ | $8 \varepsilon$ | 9 | 1 | 0 | 0 | 0 | 0 | Wd 00：$\varepsilon$ |
| 9LZ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | カレ | SOL | 611 | $9 \varepsilon$ | 乙 | 0 | 0 | 0 | 0 | 0 | Wd 00：乙 |
| 9ع\＆ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 七乙 | Stレ | 8\＆1 | LZ | 1 | 0 | 0 | 0 | 0 | 0 | Wd 00： 1 |
| 908 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | $1 \varepsilon$ | 七\＆1 | ャ6 | LE | 9 | 乙 | 0 | 0 | 0 | 0 | Wd 00： 21 |
| 687 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | 91 | 681 | 801 | 61 | † | 1 | 0 | 0 | 0 | 0 | W＊00： $1+$ |
| 182 | 0 | 0 | 0 | 0 | 0 | 乙 | G | 乙乙 | ๕て। | SOL | 61 | G | 0 | 0 | 0 | 0 | 0 | W＊00：01 |
| LZt | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | ટ乙 | 891 | 8L1 | $\varepsilon t$ | $\checkmark$ | † | G | 1 | 0 | 0 | W $\forall$ 00：6 |
| 18t | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | $\varepsilon \downarrow$ | 98乙 | L91 | GZ | $L$ | 0 | 0 | 0 | 0 | 1 | W $\forall 00: 8$ |
| S9G | 0 | 0 | 0 | 0 | 0 | 0 | 1 | ¢ | 981 | 692 | $\angle 9$ | O1 | $\varepsilon$ | $\varepsilon$ | 1 | 0 | 0 | W $\forall 00: 2$ |
| 0\＆t | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | 82 | ¢91． | 981 | 97 | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | W |
| 681 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 七乙 | ¢8 | 19 | O1 | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00： 9 |
| tL | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | て1 | $0 \varepsilon$ | 92 | † | 0 | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00：t |
| SI | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | W $\forall 00: \varepsilon$ |
| $L$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00：乙 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 乙 | $\varepsilon$ | 乙 | 乙 | 1 | 0 | 0 | 0 | 0 | 0 | W＊00： 1 |
| G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | WV 00：Z1 |
| əunı0＾ | ＋ 98 | S8－08 | 08－SL | SL－0L | 0L－S9 | S9－09 | 09－S9 | SS－OS | OS－St | St－0t | Ot－sE | S $\varepsilon-0 \varepsilon$ | 0¢－9Z | SZ－0Z | OZ－St | SI－01 | OL－0 | əس！ |
| \|ełol | （4dw）əбuey pəədS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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|  | \％0＇0 | \％000 | \％000 | \％000 | \％000 | \％ト＇0 | \％9＊0 | \％L＇L | \％ドレも | \％0＇6E | \％0001 | \％ト＇ | \％で0 | \％1＇0 | \％000 | \％000 | \％000 |  |
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| LE9＇t | 0 | 0 | 0 | 0 | 0 | $t$ | 87 | 698 | t06＇1 | 018＇1 | ع9t | ES | OL | $\varepsilon$ | Z | 1 | 0 | ［ $\mathrm{Cl} \mathrm{l}^{1}$ |
| 七\＆ | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | O1 | ع। | † | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：1r |
| 09 | 0 | 0 | 0 | 0 | 0 | 1 | 乙 | 8 | 92 | $\angle 1$ | 9 | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：01 |
| 981 | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon$ | 81 | $\varepsilon G$ | $\angle t$ | O1， | † | 1 | 0 | 0 | 0 | 0 | Wd 00：6 |
| LG1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | ャレ | $\angle G$ | 6 S | $\angle 1$ | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | Wd 00：8 |
| Stて | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 02 | ع8 | L6 | $0 t$ | † | 0 | 0 | 0 | 0 | 0 | Wd 00： 2 |
| 988 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon 乙$ | 091 | †G1 | $\angle t$ | 乙 | 0 | 0 | 0 | 0 | 0 | Wd 00：9 |
| 6ZS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | て† | LSZ | L61 | 62 | 乙 | 1 | 0 | 0 | 0 | 0 | Wd 00：9 |
| 9SS | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | レt | EL乙 | GOZ | ટย | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | Wd 00： |
| LEt | 0 | 0 | 0 | 0 | 0 | 0 | 1 | $\angle \varepsilon$ | てટ乙 | とャレ | LZ | 乙 | 1 | 1 | 乙 | 1 | 0 | Wd $00: \varepsilon$ |
| 0ZE | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | 1Z | Stト | Sく1 | てZ | † | 0 | 1 | 0 | 0 | 0 | Wd 00：乙 |
| t92 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | 乙乙 | 801 | †01 | 92 | 乙 | 0 | 0 | 0 | 0 | 0 | Wd 00： 1 |
| 0ع乙 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | G1 | 62 | 66 | 62 | † | 乙 | 1 | 0 | 0 | 0 | Wd 00： 21 |
| LLZ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | $\varepsilon 8$ | 66 | 乙乙 | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | W 00：1ı |
| 661 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | ャレ | G9 | 82 | S\＆ | † | 乙 | 0 | 0 | 0 | 0 | W＊00：01 |
| 192 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | ¢9 | 6 1 | St | 8 | 乙 | 0 | 0 | 0 | 0 | W $\forall 00: 6$ |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | \＆1 | 69 | 68 | 82 | 1 | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00：8 |
| 191 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | て1 | 七 | 89 | £乙 | 乙 | 1 | 0 | 0 | 0 | 0 | W $\forall 00: 2$ |
| 6Z1 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | St | $\varepsilon G$ | $\angle t$ | O1 | 乙 | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00：9 |
| Lt | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | $L$ | L1 | 91 | G | 0 | 0 | 0 | 0 | 0 | 0 | W ${ }^{\text {0 00：}}$ |
| 61 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 乙 | $L$ | 9 | 乙 | 1 | 0 | 0 | 0 | 0 | 0 | W $\forall 00: t$ |
| $L$ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | $\varepsilon$ | 乙 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | W $\forall 00: \varepsilon$ |
| $\varepsilon 1$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | G | $\varepsilon$ | 1 | 乙 | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00：乙 |
| LI | 0 | 0 | 0 | 0 | 0 | 乙 | 1 | 乙 | G | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00：1 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | † | G | $L$ | 乙 | 0 | 0 | 0 | 0 | 0 | 0 | W＊00：乙 L |
| әunı0＾ | ＋ 98 | S8－08 | 08－GL | SL－0L | 0L－99 | S9－09 | 09－gs | SG－OG | OG－St | St－0t | Ot－sE | SE－0E | 0ع－$¢$ ¢ | sz－0Z | OZ－91 | SI－OL | OL－0 | əس！ |
| ¢セı01 | （4du）əbuey pəəds |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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әбеләл $\forall$ КpnıS ןеıо」

| \％ | 6．6L |  | ydu | 9＊19 |  | Ә！！ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ydu | $\varepsilon \cdot 0 G-\varepsilon 0 t$ | əoed udu 01 | ydu | 067 |  | ข！！uәวィə |
| ydu | $0 \cdot 97$ | pəədS（әбеләлヲ）ueәw | ydu | 1－St | （ue！pew） | ә！！uәכגə |
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|  | \％000 | \％000 | \％000 | \％000 | \％000 | \％000 | \％8＇0 | \％S＇6 | \％どで | \％8＇LE | \％8＇L | \％で | \％${ }^{\prime} 0$ | \％て＇0 | \％で0 | \％ト＇0 | \％0＊0 | ఫuวう・ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 180＇G | 0 | 0 | 0 | 0 | 0 | Z | $6 \varepsilon$ | 28t | くカレ＇て | 616＇ | $86 \varepsilon$ | 09 | カレ | 6 | 8 | $\varepsilon$ | 0 | ［¢ł01 |
| G1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon$ | † | 9 | 乙 | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：1r |
| $\varepsilon 乙$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon$ | 8 | 8 | † | 0 | 0 | 0 | 0 | 0 | 0 | Wd 00：01 |
| 9t | 0 | 0 | 0 | 0 | 0 | 0 | 0 | G | 91 | 81 | G | 乙 | 0 | 0 | 0 | 0 | 0 | Wd 00：6 |
| Z6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | $L$ | 62 | $\bigcirc \varepsilon$ | L1 | $\varepsilon$ | 0 | 0 | 0 | 0 | 0 | Wd 00：8 |
| 1ع1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | O1 | 乙ย | 99 | 七乙 | 8 | 0 | 0 | 0 | 0 | 0 | Wd 00：L |
| £と乙 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 02 | 08 | 201 | 82 | 乙 | 0 | 0 | 0 | 0 | 0 | Wd 00：9 |
| $98 乙$ | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon$ | $1 \varepsilon$ | £ย1 | 101 | S1 | 1 | 0 | 0 | 1 | 1 | 0 | Wd 00：9 |
| عLE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | $9 \varepsilon$ | 981 | トロレ | 92 | 乙 | 1 | 0 | 0 | 0 | 0 | Wd 00： t |
| て\＆ย | 0 | 0 | 0 | 0 | 0 | 0 | 1 | $\varepsilon \varepsilon$ | ヤ¢ | 815 | 乙乙 | $\varepsilon$ | 1 | 0 | 0 | 0 | 0 | Wd 00：8 |
| 9LZ | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon$ | 02 | LIL | O1F | Sర | 1 | 0 | 0 | 0 | 0 | 0 | Wd 00：乙 |
| 687 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 61 | 611 | LZ1 | 61 | † | 0 | 0 | 0 | 0 | 0 | Wd 00： 1 |
| L6Z | 0 | 0 | 0 | 0 | 0 | 0 | 1 | £乙 | とトレ | 611 | 乙ย | G | 乙 | 1 | 0 | 1 | 0 | Wd 00： 21 |
| 9LZ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 乙乙 | ๕ટ। | 601 | L1 | $\varepsilon$ | 1 | 0 | 0 | 0 | 0 | W＊00： 11 |
| L8Z | 0 | 0 | 0 | 0 | 0 | 1 | t | 乙乙 | カトレ | LIL | SZ | $\varepsilon$ | 1 | 0 | 0 | 0 | 0 | W $\forall 00: 01$ |
| Z6E | 0 | 0 | 0 | 0 | 0 | 0 | 乙 | $1 \varepsilon$ | 891 | ヤ¢1 | $0 \varepsilon$ | $\varepsilon$ | 乙 | 乙 | 0 | 0 | 0 | W $\forall 00: 6$ |
| 9くt | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon$ | £ย | 902 | 881 | $\varepsilon \varepsilon$ | 8 | 乙 | 乙 | 1 | 0 | 0 | W $\forall 00: 8$ |
| t8S | 0 | 0 | 0 | 0 | 0 | 0 | 1 | $\varepsilon \dagger$ | LSZ | 9 2 | レ $\downarrow$ | 8 | † | † | G | 1 | 0 | W $\forall 00: 2$ |
| 97t | 0 | 0 | 0 | 0 | 0 | 0 | G | $\angle \mathrm{G}$ | S02 | \＆ย1 | 七乙 | 乙 | 0 | 0 | 0 | 0 | 0 | W $\forall$ 00：9 |
| 861 | 0 | 0 | 0 | 0 | 0 | 1 | G | St | 26 | OG | † | 1 | 0 | 0 | 0 | 0 | 0 | W $\forall 00$ ： |
| 02 | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon$ | $\angle 1$ | $0 \varepsilon$ | $\angle 1$ | 乙 | 0 | 0 | 0 | 1 | 0 | 0 | W $\forall 00: \square$ |
| カ1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | $L$ | † | 0 | 1 | 0 | 0 | 0 | 0 | 0 | W $\forall 00: \varepsilon$ |
| OL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\varepsilon$ | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | W $\forall 00: 乙$ |
| $L$ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | $\varepsilon$ | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | W＊00： 1 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | † | $\varepsilon$ | 1 | 0 | 0 | 0 | 0 | 0 | 0 | W＊00：乙 |
| әunjo＾ | ＋ 58 | S8－08 | 08－9L | SL－0L | 02－99 | S9－09 | 09－SG | SS－OS | OG－St | St－0t | Ot－sE | SE－0¢ | OE－GZ | SZ－0Z | OZ－91 | St－01 | OL－0 | อس！ |
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War

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Forklift Warning Labels
Forklift Warning Signs
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Keep Area Clear Signs
Safety First Signs
Safety Scoreboards
Safety Slogan Mirrors
Warehouse Bumper Guards
Weight Capacity Signs
Workplace Signs

Accessories

|  |  | Item \#: |  | E5114 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Sign Reads: |  | Caution Watch For Truck Traffic |  |  |  |  |
|  |  | Sign Type: |  | Surface Mount Signs and Labels. Apply labels to clean and dry surfaces. |  |  |  |  |
|  |  | Packaging: |  | Sold individually |  |  |  |  |
|  |  | Holes: |  | Plastic and Aluminum are supplied with 4 predrilled mounting holes, Vinyl labels do not have holes. |  |  |  |  |
| Zoom Image |  | Ava | ilability: |  | Stock |  |  |  |
|  |  | Accessories \& More Information |  |  |  |  |  |  |
| Size | Materials | Quantity/Price |  |  |  |  |  | er Quantity |
| Adhesive Backed \& Rigid Signs |  | 1 | 3 | 5 | 10 | 20 | 40 |  |
| $10 \times 7$ | Label: Outdoor Durable Vinyl (Adhesive Backed) | \$5.80 | \$5.70 | \$5.20 | \$4.70 | \$3.80 | \$3.20 | Add To Cart |
| $10 \times 7$ " | . 055 Outdoor Durable Plastic | \$6.70 | \$6.50 | \$6.30 | \$6.10 | \$5.70 | \$4.40 | Add To Cart |
| $10 \times 7$ " | . 040 Coated Rust Free Aluminum | \$10.70 | \$10.40 | \$9.85 | \$9.40 | \$7.60 | \$6.70 | Add To Cart |
| $14 \times 10$ | Label: Outdoor Durable Vinyl (Adhesive Backed) | \$9.70 | \$8.40 | \$8.20 | \$7.50 | \$6.50 | \$5.60 | Add To Cart |
| $14 \times 10$ | . 055 Outdoor Durable Plastic | \$9.85 | \$9.40 | \$8.90 | \$7.95 | \$6.90 | \$5.75 | Add To Cart |
| $14 \times 10$ | . 040 Coated Rust Free Aluminum | \$17.35 | \$15.95 | \$13.50 | \$12.95 | \$12.45 | \$10.45 | Add To Cart |
| $18 \times 12$ | . 125 Outdoor Durable Plastic | \$17.95 | \$16.00 | \$15.50 | \$14.75 | \$13.95 | \$12.95 | Add To Cart |
| $18 \times 12$ | . 063 Coated Rust Free Aluminum | \$18.80 | \$17.80 | \$17.50 | \$16.95 | \$14.95 | \$13.95 | Add To Cart |
| $24 \times 18{ }^{\prime \prime}$ | .125 Outdoor Durable Plastic | \$27.50 | \$26.50 | \$25.50 | \$24.50 | \$23.25 | \$22.75 | Add To Cart |
| $24 \times 18{ }^{\prime \prime}$ | . 080 Coated Rust Free Aluminum | \$29.75 | \$28.40 | \$27.90 | \$27.40 | \$26.90 | \$25.75 | Add To Cart |


| Accessories |  | Material Descriptions \& Sign Application |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Heavy Duty Nylon Ties - NT8 Heavy Duty Nylon Ties |  |  |  |  |  |  |
| Size |  |  | Price |  |  | Enter Quantity |
| Safety Sign - Fence Mounting Accesssory |  |  | 1 |  |  | Add To Cart |
| 8" Long | White Nylon Ties - Package of 100 |  | \$15.00 |  |  |  |
| Tamper Resistant Fence Bracket Use on 2" Chain Link Fence Tamper Resistant Fence Bracket |  |  |  |  |  |  |
|  | Materials |  | Price |  | 11 | Enter Quantity |
| Fence Bracket for Traffic/Parking Signs (for 3/8" dia. Holes) 2 holes |  |  | 1 | 6 |  |  |
| 5/16" $\times 1$ " | Fence <br> Traffic <br> brack <br> 5/16" | Vay Bolt for ncludes 2 way bolts | \$12.00 | \$10.80 | \$9.75 | Add To Cart |


| Fence Bracket for Traffic/Parking Signs (for 3/8" dia. Holes) 2 holes |  | 1 | 6 | 11 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 5/16" $\times 1$ " | Fence Bracket with 1-Way Bolt Package of 10 Brackets w/ nuts and one way bolts $5 / 16^{\prime \prime} \times 1^{\prime \prime}$ | \$58.35 | \$52.50 | \$47.25 | Add To Cart |
| Fence Bracket for Safety/Property Signs (for .218" or $1 / 4$ " Holes) 4 holes |  | 1 | 6 | 11 |  |
| 10/24" x 1" | Fence Bracket with 1-Way Bolt for Safety Signs (Includes 4 brackets, 4 nuts, 4 One way bolts $10 / 24^{\prime \prime} \times 1$ " | \$23.25 | \$20.95 | \$18.85 | Add To Cart |
| 10/24" x 1" | Fence Bracket with 1-Way Bolt Package of 20 Brackets w/ nuts and one way bolts $10 / 24$ " $\times 1$ " | \$112.85 | \$101.60 | \$91.45 | Add To Cart |
| Screwdriver with 1-Way Bit. Installation and removal tool One Way Bolts Screwdriver |  |  |  |  |  |
| Size | Materials |  | Price |  | Enter Quantity |
| Installation and Removal Tool of SignGuardian Brackets |  |  | 1 |  |  |
|  <br> 10/24" Bolts | Screwdriver with 1-Way "R" Bit (Includes 7 standard bits plus the proprietary 1/4" 1-Way "R" Bit.) |  | \$9.90 |  | Add To Cart |
| Replacement Bit |  |  | 1 |  |  |
| 1/4" Bit Only | 1/4" 1-Way "R" Bits. Use with Screwdriver above. Replacement part. Sold in packages of 5 |  | \$7.85 |  | Add To Cart |

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