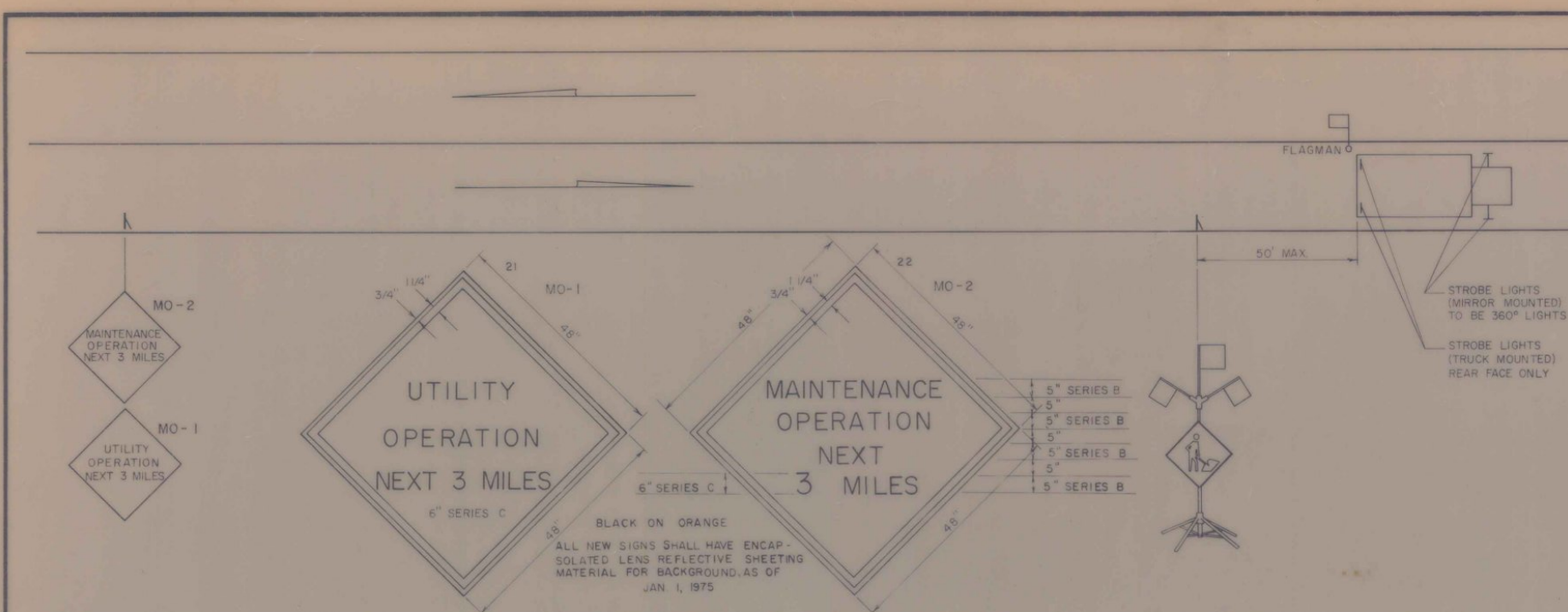




LOCATION
THE APPROACH SIGNS SHALL BE LOCATED AS DETAILED ON THIS SHEET. THE ERECTION PLACEMENT OF ANY OF THESE SIGNS SHALL DEPEND UPON THE ALIGNMENT OF THE HIGHWAY AND CHARACTER OF THE ROADSIDE. THE LOCATION MEASUREMENTS ON THIS SHEET ARE TO INDICATE THE SEQUENCE TO BE FOLLOWED AND NOT EXCEEDED.

DESIGN
THE DESIGN OF THE SIGNS SHALL CONFORM WITH THE DETAILS SHOWN ON THIS SHEET AND WITH THE STANDARDS PRESCRIBED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PREPARED BY THE NATIONAL JOINT COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES.

MATERIALS
THE 4'x4' MAY BE OF EITHER 3/4" HIGH DENSITY PLYWOOD, 0.125" ALUMINUM WITH A REFLECTIVE SHEETING BACKGROUND. HEAVY DUTY NYLON VINYL WITH REFLECTORIZED BACKGROUND MAY BE USED FOR ROLL-UP SIGN WITH A REFLECTORIZED BACKGROUND ON FLAG SCOPE ONLY.

INSTALLATION
THE SIGNS SHALL BE IN PLACE BEFORE ANY WORK COMMENCES. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER (ON WOOD OR METAL TRIPODS) IF GROUND MOUNTED, OR IF MOUNTED ON REAR OF MAINTENANCE VEHICLE IN A MANNER TO BE PLAINLY VISIBLE TO THE TRAVELING PUBLIC.

MAINTENANCE
SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION. THEY SHALL BE COMPLETELY VISIBLE TO APPROACHING TRAFFIC AT ALL TIMES. DAMAGED, DEFACED, OR DIRTY SIGNS SHALL BE EITHER CLEANED OR REFURBISHED PERIODICALLY.

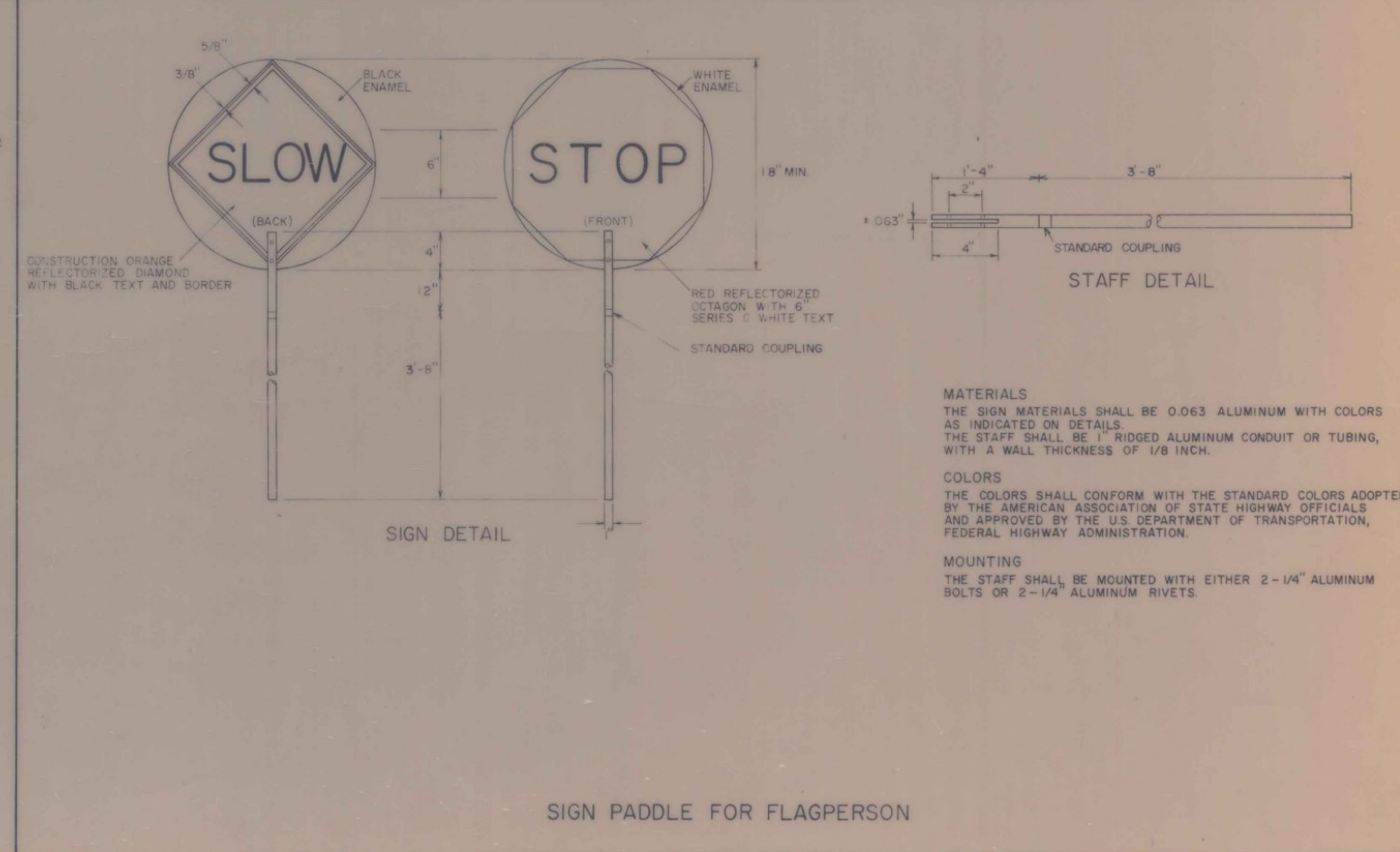
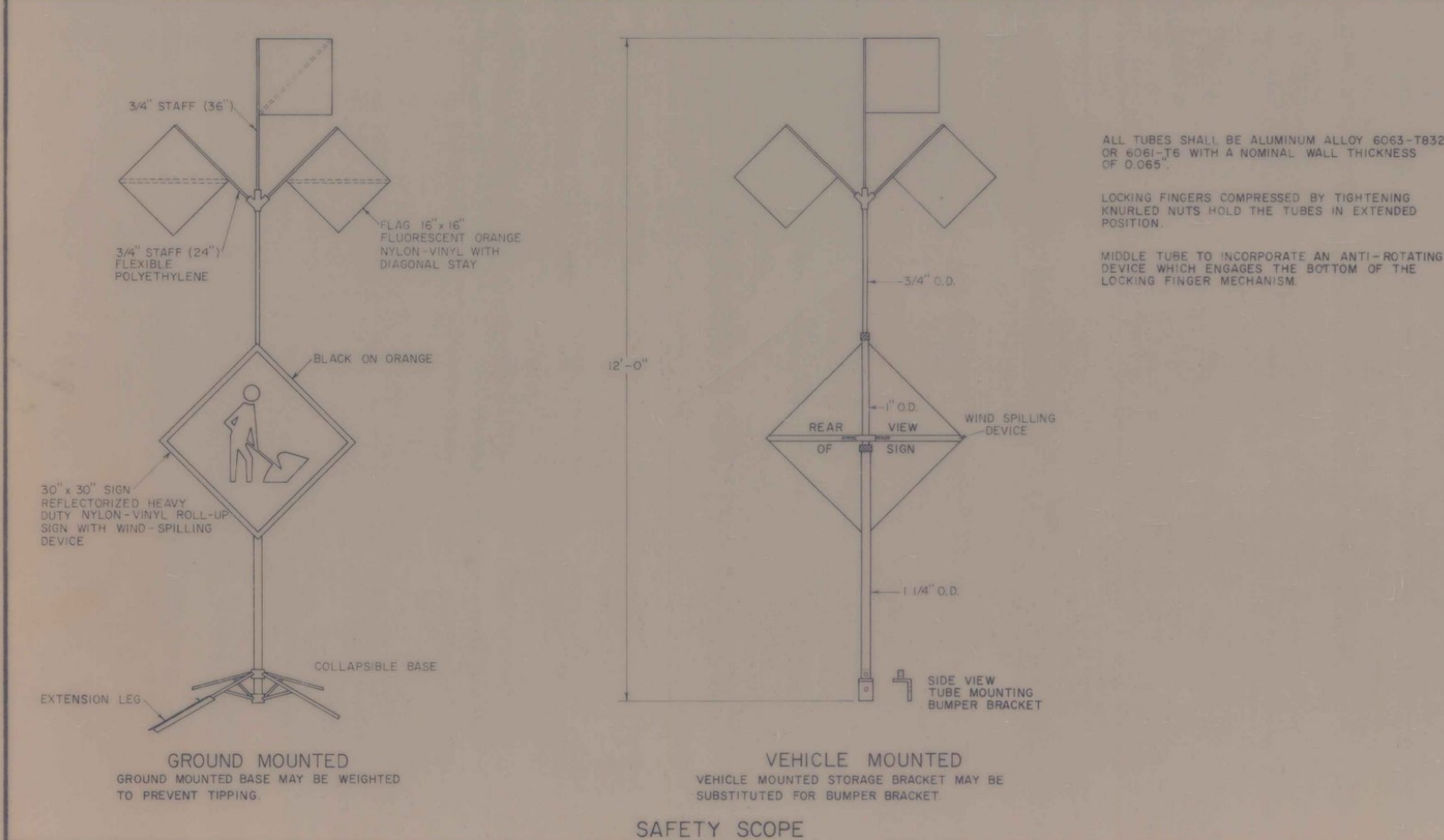
FLAGPERSON
THE FLAGPERSON IS PROVIDED AT WORK SITES TO STOP TRAFFIC INTERMITTENTLY AS NECESSITATED BY WORK PROGRESS OR TO MAINTAIN CONTINUOUS TRAFFIC PAST A WORK SITE AT A REDUCED SPEED TO HELP PROTECT THE WORK CREW. THE FLAGPERSON MUST HAVE AT ALL TIMES A NEAT APPEARANCE AND WEAR AN ORANGE VEST WHICH SHALL BE REFLECTORIZED. HE SHOULD BE COURTEOUS AT ALL TIMES AND BE CLEARLY VISIBLE TO APPROACHING TRAFFIC FOR A DISTANCE SUFFICIENT TO PERMIT PROPER RESPONSE BY THE MOTORIST TO FLAGGING INSTRUCTIONS.

STROBE LIGHTS
THE STROBE LIGHTS TO BE USED WITH THIS STANDARD SHALL BE AS INDICATED BELOW OR AS RECOMMENDED BY THE VERMONT HIGHWAY DEPARTMENT'S HIGHWAY SAFETY ENGINEER

	REAR FACE (TRUCK MOUNTED)	360° (MIRROR MOUNTED)
BRIGHTNESS -	5,000,000 CANDLE POWER	1,000,000 CANDLE POWER
COLOR -	AMBER	AMBER
FLASH RATE -	80 FLASHES PER MINUTE PER SIDE, TOTAL 160 FLASHES PER MINUTE	80 FLASHES PER MINUTE PER SIDE, TOTAL 160 FLASHES PER MINUTE

COLORS
THE SIGNS AND FLAGS SHALL BE AN ORANGE WHICH CONFORMS WITH THE STANDARD COLOR ADOPTED BY THE ASSOCIATION OF STATE HIGHWAY OFFICIALS AND APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

ON TOWN, CITY AND INCORPORATED VILLAGE SYSTEMS THE MINIMUM SIZE AND NUMBER OF SIGNS IS AS FOLLOWS:
MINIMUM NUMBER OF SIGNS SHALL BE MO-1 OR MO-2 MINIMUM SIZE SHALL BE 36" x 36"



REVISIONS AND CORRECTIONS

DATE	REVISIONS AND CORRECTIONS
AUG 3, 1973	STROBE LIGHT SPECIFICATIONS ADDED.
NOV 19, 1973	SAFETY SCOPE ADDED.
MAY 14, 1974	MAINTENANCE SIGN TEXT REVAMPED, AND REFLECTIVE MATERIAL CHANGED ON SIGNS 21 AND 22.
DEC 12, 1975	SIGN PADDLE CHANGE PER FHWA ALTERNATE.
AUG 11, 1977	FLAGPERSON SIGN CHANGED TO SYMBOL.
SEPT 12, 1977	NOTE ADDED FOR REDUCED NUMBER AND SIZE OF SIGNS.
NOV 18, 1977	MINIMUM NUMBER OF SIGNS NOTE REVISED.

FEB. 3, 1986 - UPDATED TO 1986 SPECIFICATIONS

APPROVED

DATE Nov. 19, 1973

CHIEF ENGINEER E. H. Stickney

ASST. CHIEF ENGINEER R. O. Munn

HIGHWAY ENGINEER G. W. Lane

TRAFFIC SIGNS

TYPICAL MOVING MAINTENANCE OPERATION

APPROACH SIGNS

VERMONT DEPARTMENT OF HIGHWAYS STANDARD

E-10A