

MATERIALS

Construction Identification Signs shall be of wood, metal, hardboard or any other durable material satisfactory to the engineer, with the background and legend painted thereon. Neither background nor legend shall be reflected. No materials shall be used that will deteriorate by exposure to the weather during the required life of the sign.

DESIGN

The content of a sign shall be in accordance with the appropriate design shown on this sheet. The legend shall be in black on a white background, except for an interstate route marker which shall be standard 24 inch three color interstate shield. A U.S. route marker shall be the standard 16 1/2 x 16 inch shield; a state route marker shall be the standard 15 x 13 inch rectangle, with inscribed circle; See Standard Sheet E-13.

LOCATION

For primary, secondary and urban federal-aid construction, a sign generally shall be located at each end of a project and on all intersecting numbered routes.

For interstate construction, a sign generally shall be located on an existing highway at each end of a section under construction, and on numbered route crossings where the work is visible to the public.

Specifically, signs shall be located where indicated on the plans or designated by the engineer. They shall be placed so as to be completely visible to approaching traffic. A sign shall not be erected so as to obscure or detract from the effectiveness of any other official sign.

ERECTION

The signs shall be in position at the time major physical construction work, readily visible, starts on the project or section to be signed.

Each sign shall be erected in a neat and workmanlike manner on wood, steel or aluminum posts set securely in the ground, with the bottom of the sign at least 5 feet above road level. The nearest edge of a sign shall be at least 4 feet outside the shoulder point, or 2 feet outside the guard rail, curb or sidewalk. Posts and signs shall be braced or reinforced in back as necessary. Signs shall be erected to the satisfaction of the engineer.

MAINTENANCE

Signs shall be maintained in a legible condition satisfactory to the engineer. They shall be completely visible to approaching traffic at all times. They shall be kept plumb and level, and always present a neat appearance. Signs shall not be lighted at night.

GENERAL

The cost of furnishing, erecting, maintaining and removing the construction and identification signs shall be considered as subsidiary work pertaining to the project as a whole and shall be included in the contract unit price bid for the various items involved in the contract. The number of signs required will be as shown on the title sheet of the plans and Special Provisions.

On interstate construction, the section to be signed and the amounts of Federal and State funds will be indicated in the Special Provisions.

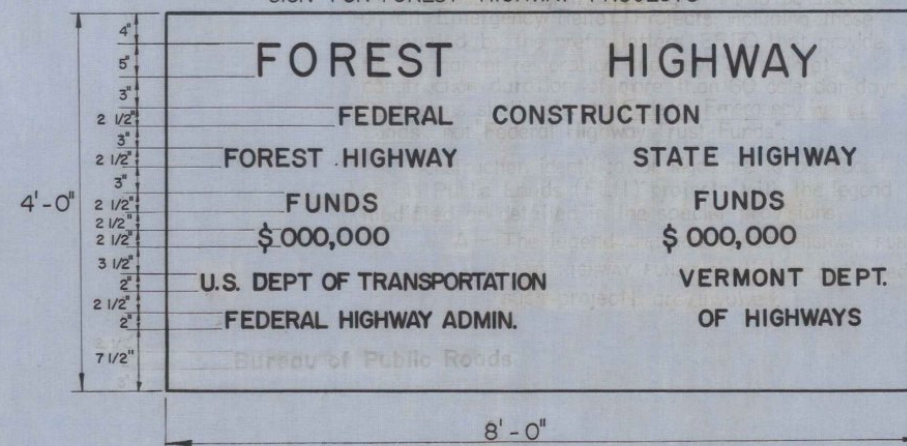
The amount of funds may be painted on a small sign compatible with the design and coloring of the construction identification sign, which shall be securely attached to the larger sign.

Construction identification signs are to be placed on all landscape and scenic enhancement projects costing over \$10,000, financed wholly or in part with federal funds, and located on the highway right-of-way. Such signs shall refer to Federal Funds, not Federal Highway Trust Funds.

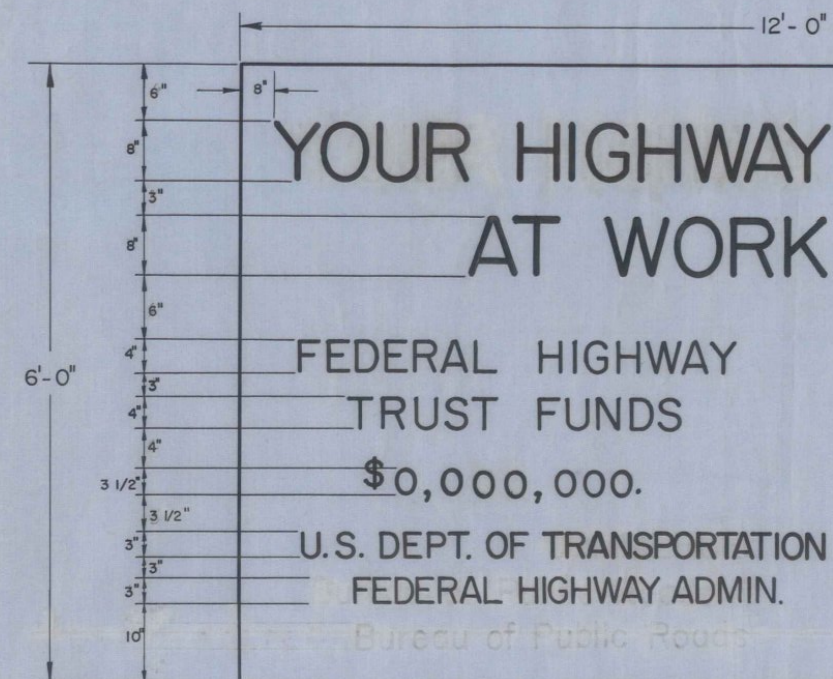
Construction Identification Signs are to be placed on all Emergency Relief Projects, including those designated by the prefix letters ERFO that provide for permanent restoration of more than 60 calendar days. Such signs shall refer to Federal Emergency Relief Funds, not Federal Highway Trust Funds.

Construction Identification Signs are to be placed on all Public Lands (FLH) projects, with the legend modified as detailed in the special provisions.

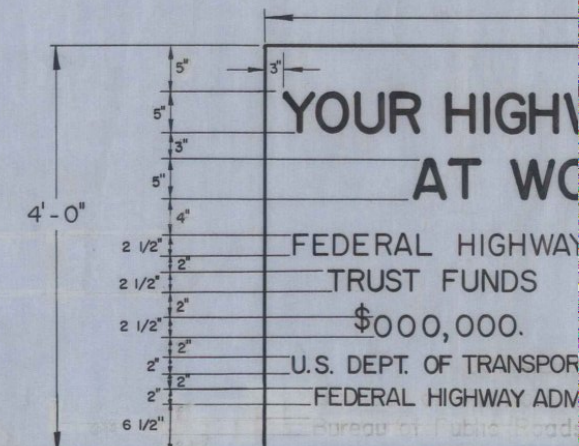
SIGN FOR FOREST HIGHWAY PROJECTS



SIGN FOR INTERSTATE



SIGN FOR PRIMARY, SECONDARY AND



The amounts of federal aid and state funds shall be rounded to the nearest \$1,000 for the project being signed.

REVISIONS AND CORRECTIONS

1. REVISED TO CONFORM WITH THE INSTRUCTIONAL MEMORANDUM 50-1264, ISSUED BY THE FEDERAL HIGHWAY ADMINISTRATION, AUGUST 21, 1964.
2. BUREAU OF PUBLIC ROADS REMOVED FEBRUARY 1971.

REVISIONS AND CORRECTIONS

1. REVISED TO CONFORM WITH INSTRUCTIONAL MEMORANDUM 50-1264, ISSUED BY THE FEDERAL HIGHWAY ADMINISTRATION, AUGUST 21, 1964.
2. REFERENCE TO FOREST HIGHWAY AND LAND HIGHWAY PROJECTS DELETED IN CONFORMANCE WITH BUREAU OF PUBLIC ROADS CIRCULAR 50-1264, DATED MARCH 18, 1964.
3. REFERENCE BY NOTE TO LANDSCAPE AND SCENIC ENHANCEMENT PROJECTS DELETED IN CONFORMANCE WITH BUREAU OF PUBLIC ROADS CIRCULAR 50-1264, DATED MARCH 18, 1964.
4. REFERENCE BY NOTE TO PUBLIC LANDS PROJECTS DELETED IN CONFORMANCE WITH BUREAU OF PUBLIC ROADS CIRCULAR 50-1264, DATED MARCH 18, 1964.
5. REFERENCE BY NOTE TO FOREST HIGHWAY PROJECTS DELETED IN CONFORMANCE WITH BUREAU OF PUBLIC ROADS CIRCULAR 50-1264, DATED MARCH 18, 1964.

APPROVED
DATE
Dec 14, 1971

RH Connolly
CHIEF ENGINEER

E. B. Stickney
ASST. CHIEF ENGINEER

G. M. Lane
HIGHWAY ENGINEER

E. B. Stickney
CONSTRUCTION ENGINEER

TRAFFIC SIGNS

FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS

VERMONT