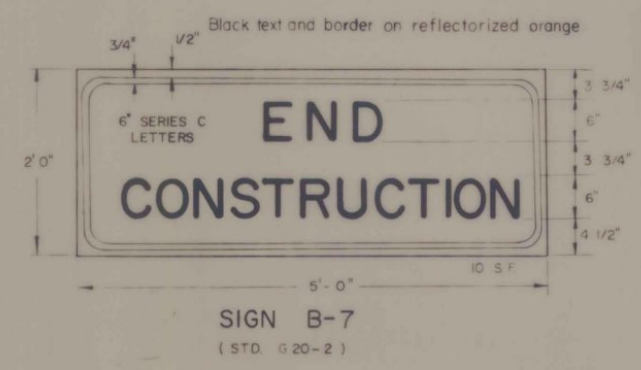
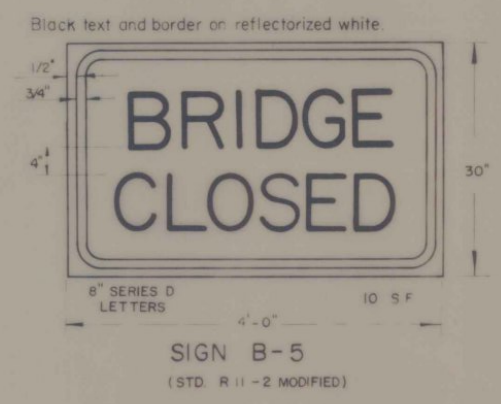
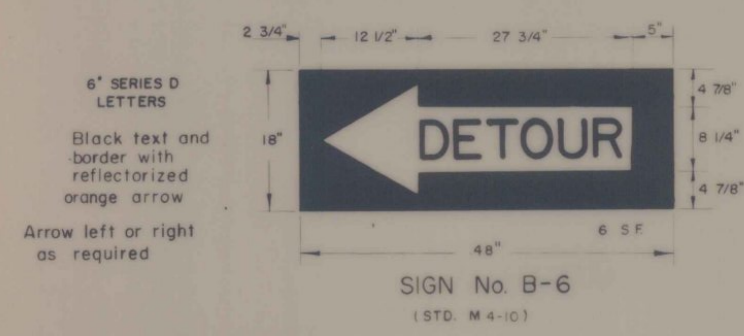
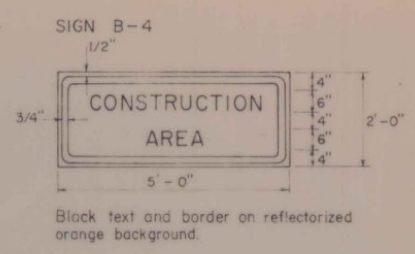
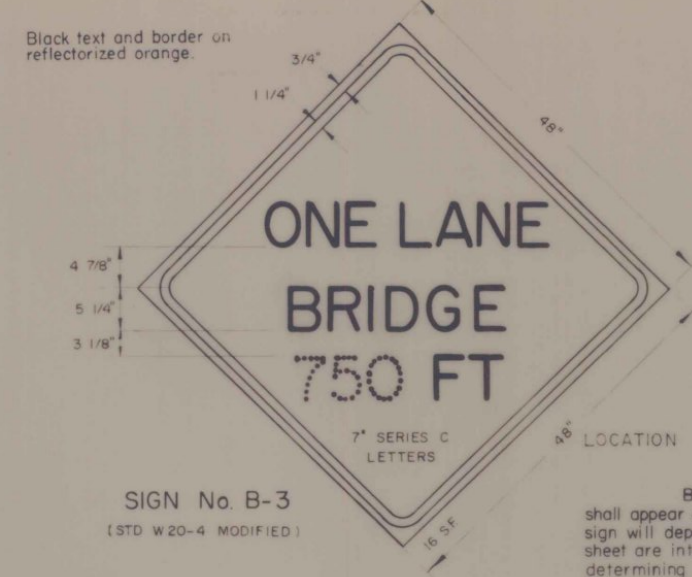
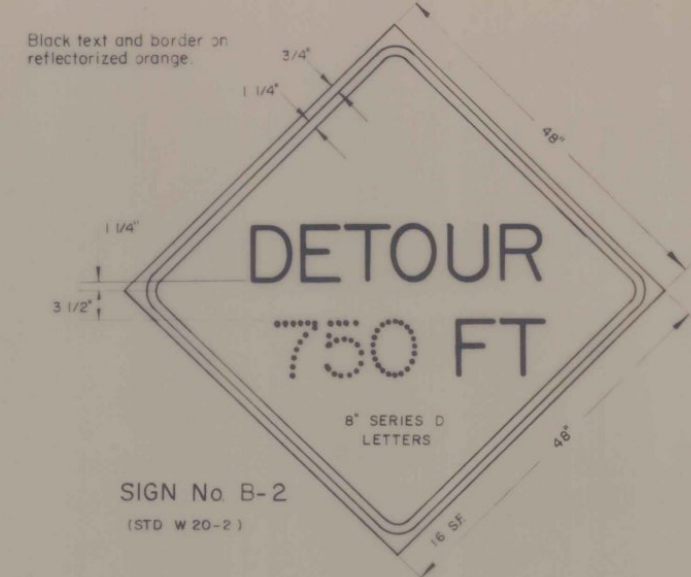
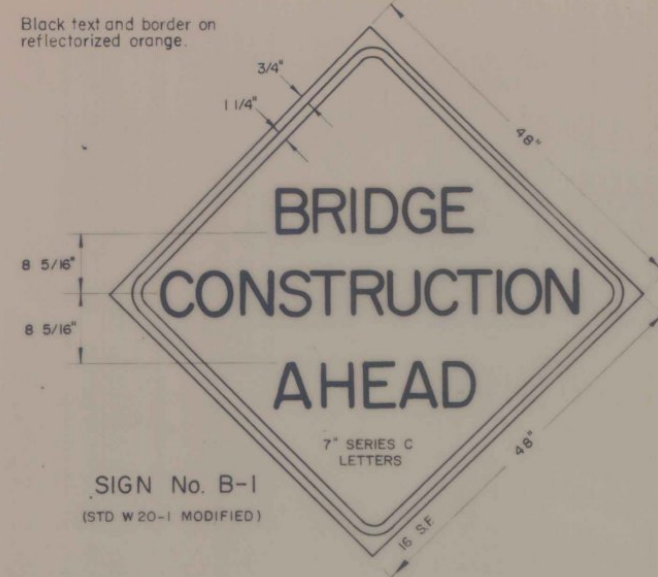




Bridge construction approach signs shall be located as detailed on this sheet or otherwise shown on the plans. They shall appear at each end of the project under construction, and on intersecting public highways. The exact placement of any sign will depend upon the alignment of the highway and the character of the roadsides. The location measurements on this sheet are intended to indicate the sequence to be followed, and the minimum spacing to be observed by the Engineer in determining exact locations.

DESIGN The designs 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 National Joint Committee on Uniform Traffic Control Devices.

MATERIALS The signs shall be of metal, wood, plywood, hardboard or any other material satisfactory to the Engineer. No material will be approved that will deteriorate by exposure to the weather during the required life of the sign.

REFLECTORIZATION All reflectorized material shall consist of encapsulated lens reflective sheeting.

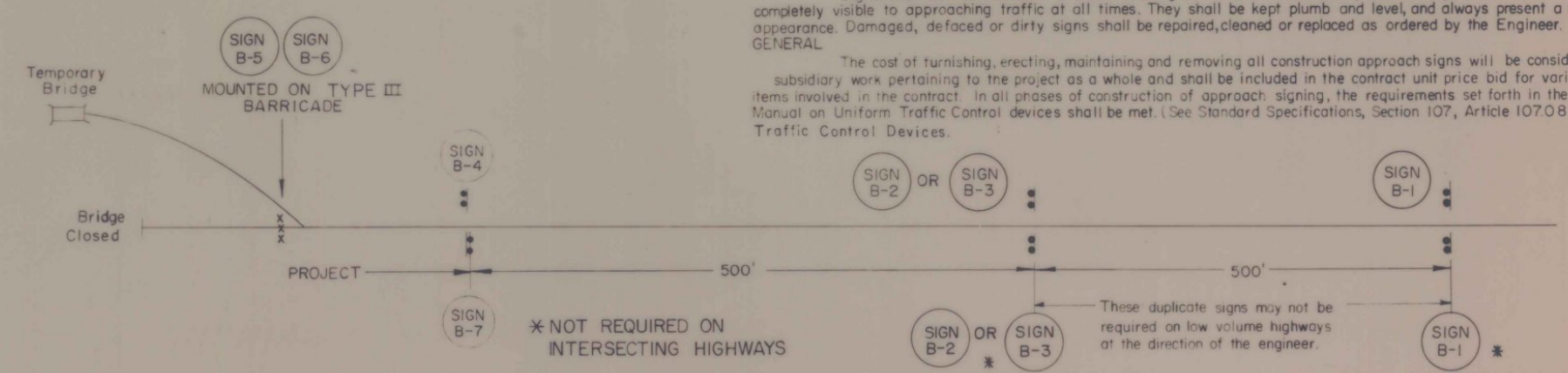
INSTALLATION The signs shall be in place at the time the project officially commences. Each sign shall be erected in a neat and workmanlike manner on wood or metal posts set securely in the ground. The bottom of a sign shall be at least 5 feet above road level, and the nearest edge of a sign shall be at least 6 feet outside the shoulder point or 2 feet outside the guard rail, curbing or sidewalk. Posts and signs shall be braced or reinforced in back as necessary. The installation of signs and barricades shall be subject to the approval of the Engineer.

When project is closed down for temporary periods the signs shall be covered in a workmanlike manner.

MAINTENANCE Signs shall be maintained in a clean and 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. Damaged, defaced or dirty signs shall be repaired, cleaned or replaced as ordered by the Engineer.

GENERAL The cost of furnishing, erecting, maintaining and removing all construction approach signs will be considered subsidiary work pertaining to the project as a whole and shall be included in the contract unit price bid for various items involved in the contract. In all phases of construction of approach signing, the requirements set forth in the Manual on Uniform Traffic Control devices shall be met. (See Standard Specifications, Section 107, Article 107.08 Traffic Control Devices.

The bridge construction approach signs shown on this sheet are intended for use in providing warning and information at isolated bridge projects, although they may be ordered by the Engineer at bridge work on a road construction project. When additional approach signs or other types of signing or control are necessary, the plans and/or the Special Provisions for that project will give the details of the signs and controls required.



REVISIONS AND CORRECTIONS
 SEPT. 11, 1973 - REVISED PER ORDER OF FHWA, SEPT. 11, 1973.
 NOV. 7, 1973 - REVISED PER ORDER OF FHWA.
 MAY 14, 1974 - REFLECTIVE MATERIAL CHANGE.
 DEC. 12, 1975 - REVISED TO CONFORM TO STANDARD E-2.
 JULY 20, 1976 - REVISED PER ORDER OF FHWA.
 JUNE 7, 1977 - REFLECTIVE MATERIAL NOTE CHANGED.
 DEC. 15, 1978 - ILLUMINATION DELETED.
 FEB. 3, 1986 - UPDATED TO 1986 SPECIFICATIONS.

APPROVED
 Dec 14, 1977
 DATE

R. H. Carroll
 CHIEF ENGINEER

E. H. McKinney
 ASST. CHIEF ENGINEER

G. M. Lane
 HIGHWAY ENGINEER

TRAFFIC SIGNS BRIDGE CONSTRUCTION APPROACH SIGNS