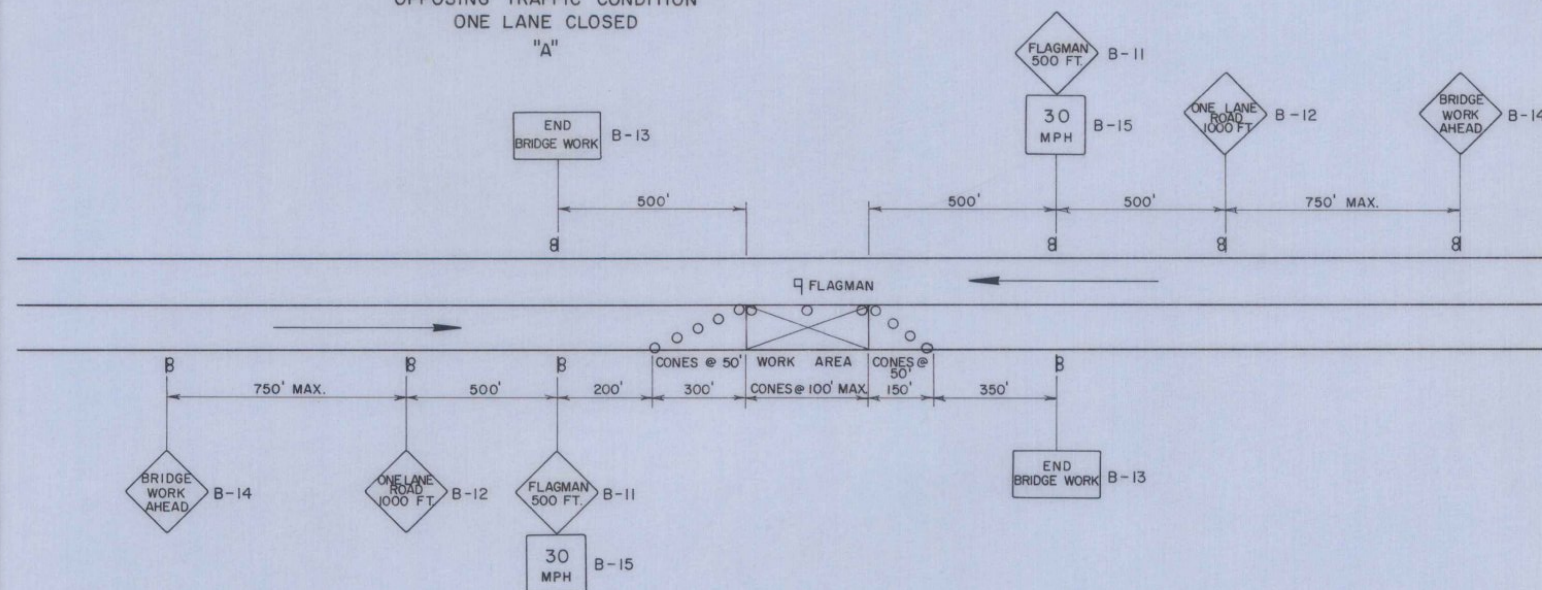
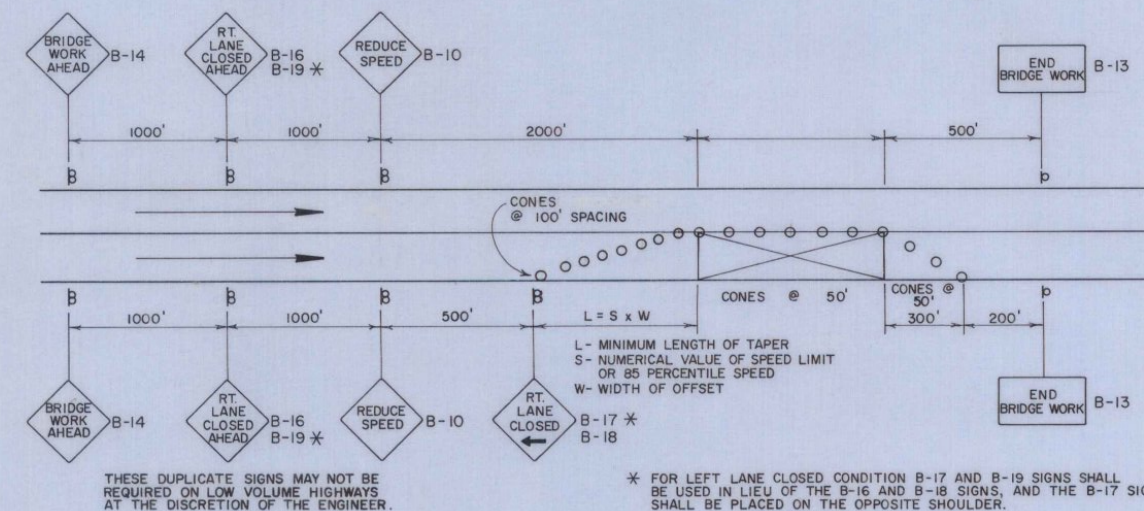


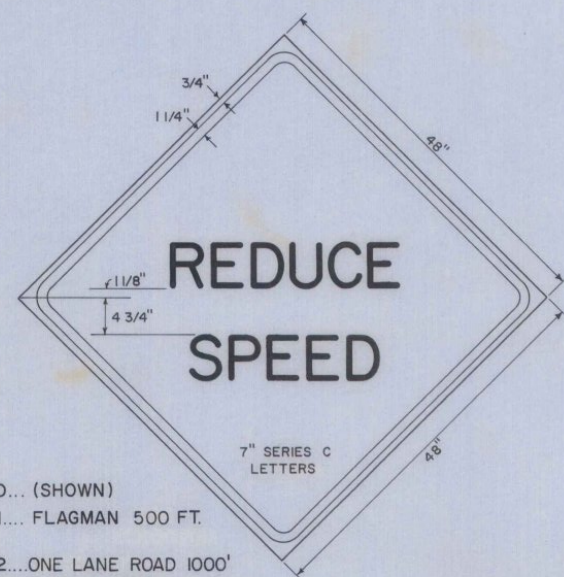
OPPOSING TRAFFIC CONDITION ONE LANE CLOSED "A"



DIVIDED HIGHWAY CONDITION ONE LANE CLOSED "B"

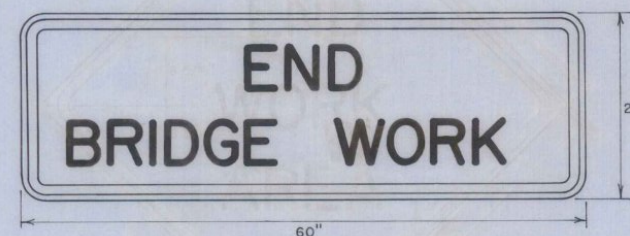


SIGNS B-10, B-11, B-12, B-14



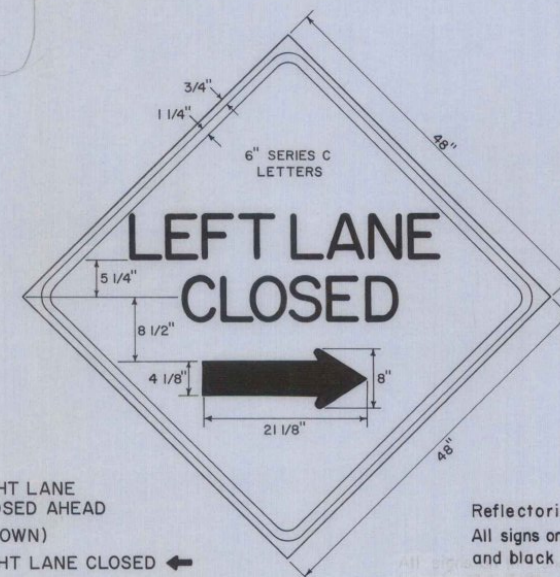
B-10... (SHOWN)
(W20-7) B-11... FLAGMAN 500 FT.
(W20-4) B-12... ONE LANE ROAD 1000'
(W20-1) B-14... BRIDGE WORK AHEAD
MOD)

SIGN B-13
(G 20-2 MOD)

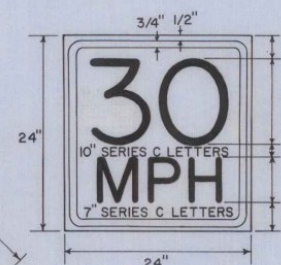


(W20-5) B-16... RIGHT LANE
CLOSED AHEAD
(W20-5) B-17... (SHOWN)
(W20-5) B-18... RIGHT LANE CLOSED
(W20-5) B-19... LEFT LANE CLOSED AHEAD

SIGNS B-16, B-17, B-18, B-19



SIGN B-15
(W 13-1)



Reflectorization
All signs on this sheet shall have an orange background
and black legend and borders.
These signs shall have encap-
sulated lens reflective sheeting material.

NOTES:

1. Signing to remain the same as signs B-11, B-15, B-16, B-17, B-18.
2. All signs shall be covered or removed during the day unless required for the traveling public.
3. If vertical clearance has been shown, a vertical clearance sign shall be placed. The signs shall be placed as applicable.
4. When any personnel or equipment is physically placed within the work area, they shall be placed on duty to direct traffic. Only flagmen use shall be as applicable.
5. Signs on all intersecting public roads shall be as directed by the engineer.
6. The design of the signs shall conform with the standards in the Manual on Uniform Traffic Control Devices prepared by the Federal Highway Administration.
7. Installation. Signs and barricades shall be placed in the work area when the need no longer exists. Each sign shall be placed in a manner on wood or metal posts set in concrete, or on barricades which shall be 5 feet above road level when in use. The installation of all signs and barricades shall be as applicable.
8. The cost of furnishing, erecting, and maintaining the signs and barricades shall be borne by the Contractor who installed them.

REVISIONS AND CORRECTIONS

FEB. 29, 1972: REVISED PER DIRECTION OF FEDERAL HIGHWAY ADMINISTRATION.
DEC. 19, 1972: REVISED PER DIRECTION OF FEDERAL HIGHWAY ADMINISTRATION.
MAY 14, 1974: REFLECTIVE MATERIAL CHANGE.
DEC. 12, 1975: REVISED TO CONFORM WITH STANDARD E-2.
JUNE 8, 1977: REFLECTIVE MATERIAL NOTE CHANGED.
SIGNS REFERENCED TO NUMBERS IN M.U.T.C.D.

APPROVED

Dec. 29, 1971

R. H. Arnold
CHIEF ENGINEER
E. H. Stiles
ASST. CHIEF ENGINEER
L. M. Lane
HIGHWAY ENGINEER

TRAFFIC SIGNS

BRIDGE MAINTENANCE APPROACH SIGNS

VERMONT
DEPARTMENT
OF HIGHWAY
STANDARD