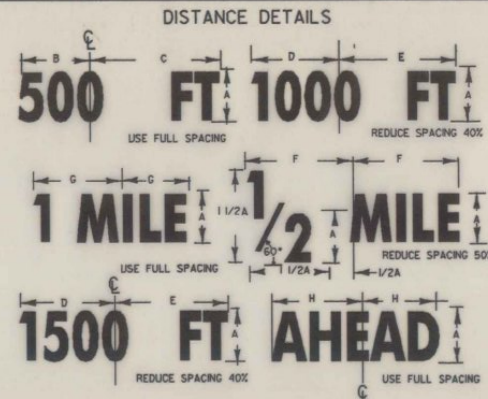
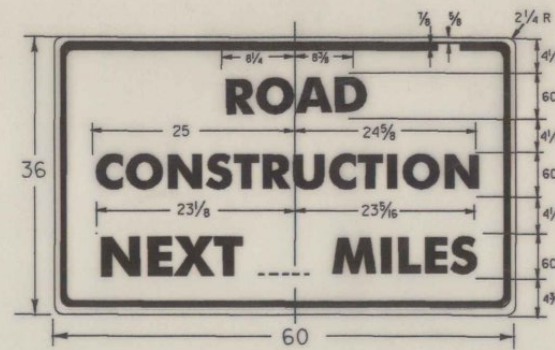


* REDUCE SPACING 40%

WHEN APPROPRIATE, EXISTING "BRIDGE CONSTRUCTION" SIGNS MAY BE USED UNTIL THE EXISTING SIGNS NEED REPLACEMENT. NEW SIGNS SHALL SHOW REFERENCE TO ROAD CONSTRUCTION. SIGN TEXT SHALL BE CONSISTENT THROUGHOUT THE PROJECT.

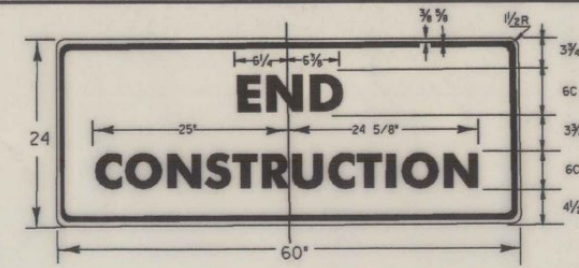


DIMENSIONS (INCHES)							
A	B	C	D	E	F	G	H
7C	12	12 3/16	13 3/8	14	14 9/16	10 9/16	12 1/4
5D	10 3/16	10 3/16	11 5/8	11 1/4	11 1/4	9 1/2	10 7/16
8D	16 1/4	17 1/4	17	18	18	14 3/8	17 7/16



THIS SIGN TO BE USED WHEN PROJECT LENGTH EXCEEDS 2 MILES OR AS REQUESTED BY THE RESIDENT ENGINEER. SHOW MILEAGE TO NEAREST 1/4 MILE. HAND LETTERING OF MILEAGE WILL NOT BE ALLOWED.

(ALL DIMENSIONS SHOWN IN INCHES)



NOTES

THE APPROACH CONSTRUCTION SIGNS SHOWN ON THIS SHEET ARE INTENDED FOR USE IN PROVIDING ADVANCE WARNING AND INFORMATION ON CONSTRUCTION PROJECTS OVER WHICH TRAFFIC WILL BE MAINTAINED. WHEN ADDITIONAL APPROACH SIGNS OR OTHER TYPES OF ADVANCE SIGNING OR CONTROL ARE NECESSARY, THE PLANS AND/OR THE SPECIFICATIONS FOR THAT PROJECT WILL GIVE THE DETAILS OF THE SIGNS AND DEVICES REQUIRED. FOR ON-PROJECT CONSTRUCTION SIGNS, REFER TO APPROPRIATE STANDARD SHEETS.

APPLICATION OF STANDARDS

SINCE IT IS NOT POSSIBLE TO PRESCRIBE DETAILED STANDARDS OF APPLICATION FOR ALL OF THE SITUATIONS THAT MAY CONCEIVABLY ARISE ON A CONSTRUCTION PROJECT, REFERENCE SHALL BE MADE TO THE 'MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES' FOR THE PRINCIPLES, PROCEDURES, AND STANDARDS THAT WILL BE REQUIRED IN CONNECTION WITH ADVANCED WARNING AND ON-PROJECT CONSTRUCTION SIGNS AND BARRICADES. THE SIGNS SHOWN IN E-101 AND E-102 REPRESENT A SAMPLE OF THOSE MORE COMMONLY USED.

LOCATION

CONSTRUCTION APPROACH SIGNS SHALL BE LOCATED AS DETAILED ON THIS SHEET OR AS OTHERWISE SHOWN ON THE PLANS. THEY SHALL APPEAR AT EACH END OF THE HIGHWAY UNDER CONSTRUCTION AND ON ALL 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 SPACING TO BE OBSERVED. THE ENGINEER SHALL DETERMINE THE EXACT LOCATIONS.

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.'

MATERIALS

THE SIGN BASE MATERIAL USED FOR THE WARNING SIGNS ON THIS SHEET MAY BE ANY OF THE FOLLOWING, WITH MINIMUM THICKNESS AS NOTED.

FLAT SHEET ALUMINUM	0.125	INCHES
HIGH DENSITY OVERLAYS PLYWOOD	3/4	INCHES
GALVANIZED SHEET STEEL	12	GAGE

REFLECTORIZATION

ALL REFLECTORIZED MATERIAL SHALL CONSIST OF ENCAPSULATED LENS REFLECTIVE SHEETING.

COLORS

THE COLORS SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. COLORS SHOWN ON THIS SHEET CONSIST OF BLACK TEXT, BORDER AND ARROWS ON A REFLECTORIZED ORANGE BACKGROUND.

INSTALLATION

THE SIGNS SHALL BE IN PLACE AT THE TIME THE PROJECT OFFICIALLY COMMENCES, HOWEVER THE SIGNS SHALL BE COVERED UNTIL SUCH TIME AS THEY ARE ACTUALLY NEEDED. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER ON 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 GUARD RAIL, CURBING OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST 7 FEET ABOVE THE SIDEWALK.

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

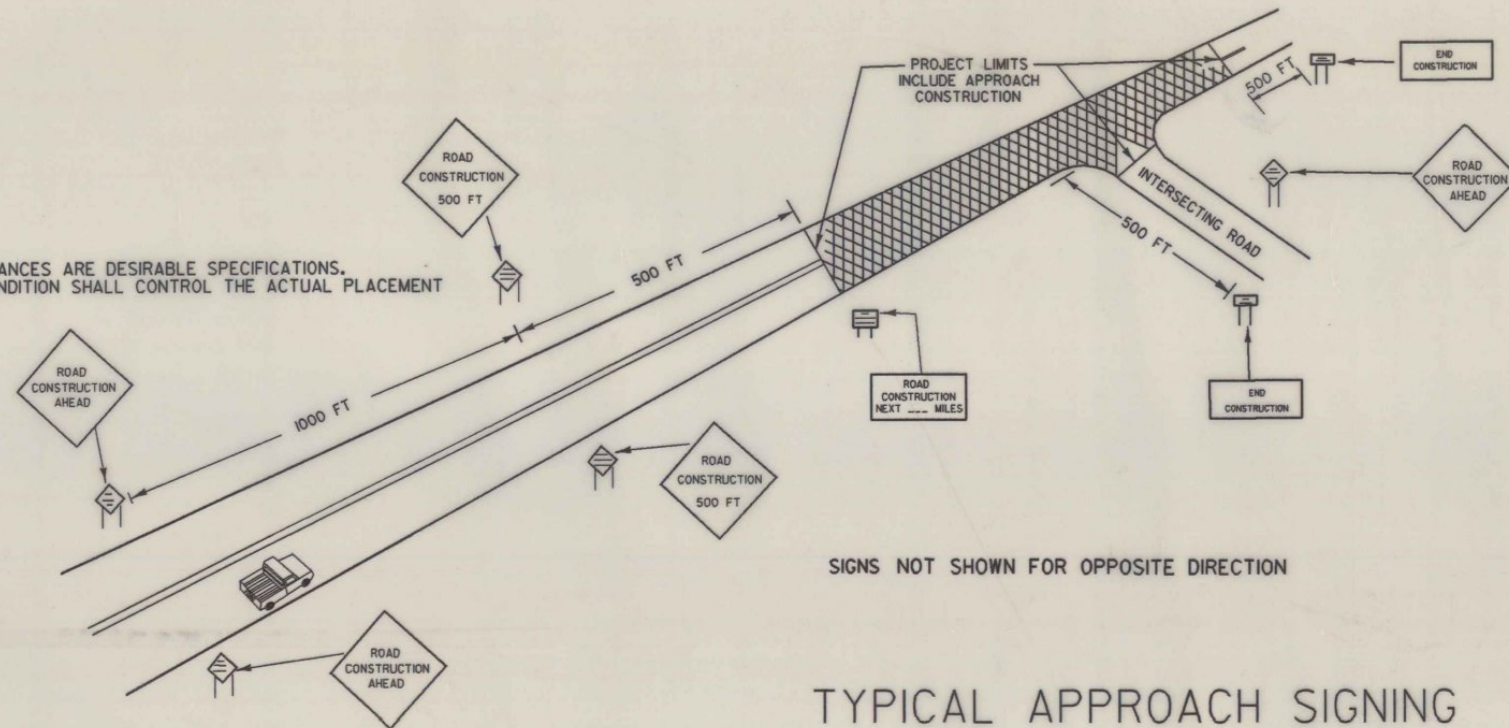
THE COST OF FURNISHING, ERECTING, MAINTAINING AND REMOVING ALL CONSTRUCTION APPROACH SIGNS WILL BE CONSIDERED SUBSIDIARY WORK PERTAINING TO THE PROJECT AS A WHOLE AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR VARIOUS ITEMS INVOLVED IN THE CONTRACT. DURING ALL PHASES OF CONSTRUCTION THE REQUIREMENTS SET FORTH IN THE 'MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES' SHALL BE MET (SEE STANDARD SPECIFICATIONS, SECTION 107.08). WHEN THE PROJECT IS CLOSED DOWN FOR TEMPORARY PERIODS THE SIGNS SHALL BE COVERED IN A WORKMANLIKE MANNER.

SIGN COVERS

SIGNS MAY BE ERECTED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES, BUT SHALL BE COVERED UNTIL SUCH A TIME AS CONSTRUCTION ACTIVITIES BEGIN. SIGN COVERS SHALL CONSIST OF A PANEL PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT COVERS. THE PANEL SHALL BE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DETERIORATE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL.

CONTRACTORS SHALL COORDINATE THEIR SIGNING ACTIVITIES WITH OTHER CONTRACTORS WITHIN THE PROJECT LIMITS AS DIRECTED BY THE REGIONAL CONSTRUCTION ENGINEER.

ALL DISTANCES ARE DESIRABLE SPECIFICATIONS. FIELD CONDITION SHALL CONTROL THE ACTUAL PLACEMENT



TYPICAL APPROACH SIGNING

REVISIONS AND CORRECTIONS

APPROVED

SEPT. 10, 1987
DATE

David B. Kelley
CHIEF ENGINEER

Arthur Goss
DIRECTOR OF PLANNING
AND PRE-CONSTRUCTION

London B. MacArthur
TRAFFIC AND SAFETY ENGINEER

CONSTRUCTION APPROACH SIGNS



STANDARD
E-100