

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 OR 0.125" ALUMINUM WITH A NON-REFLECTIVE SHEETING BACKGROUND FOR NIGHT TIME USE.

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.

FLAGMAN

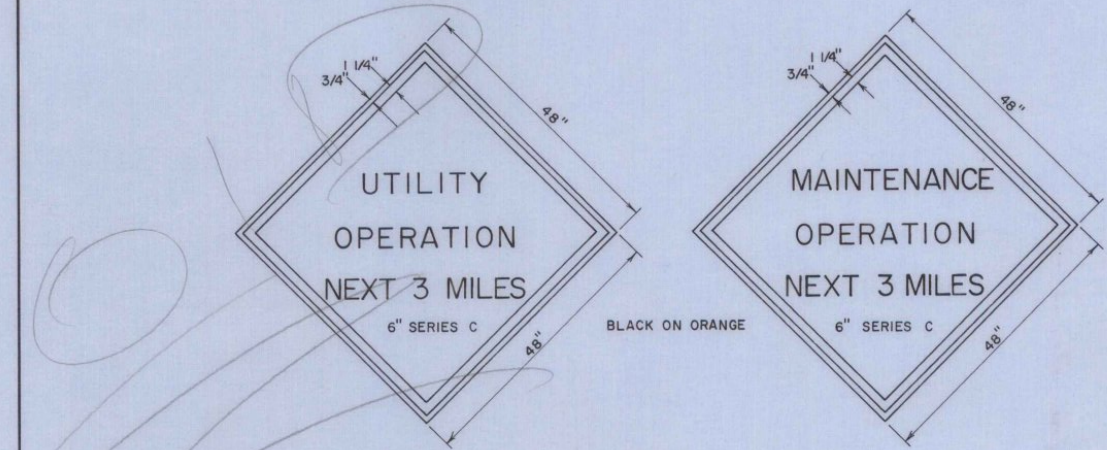
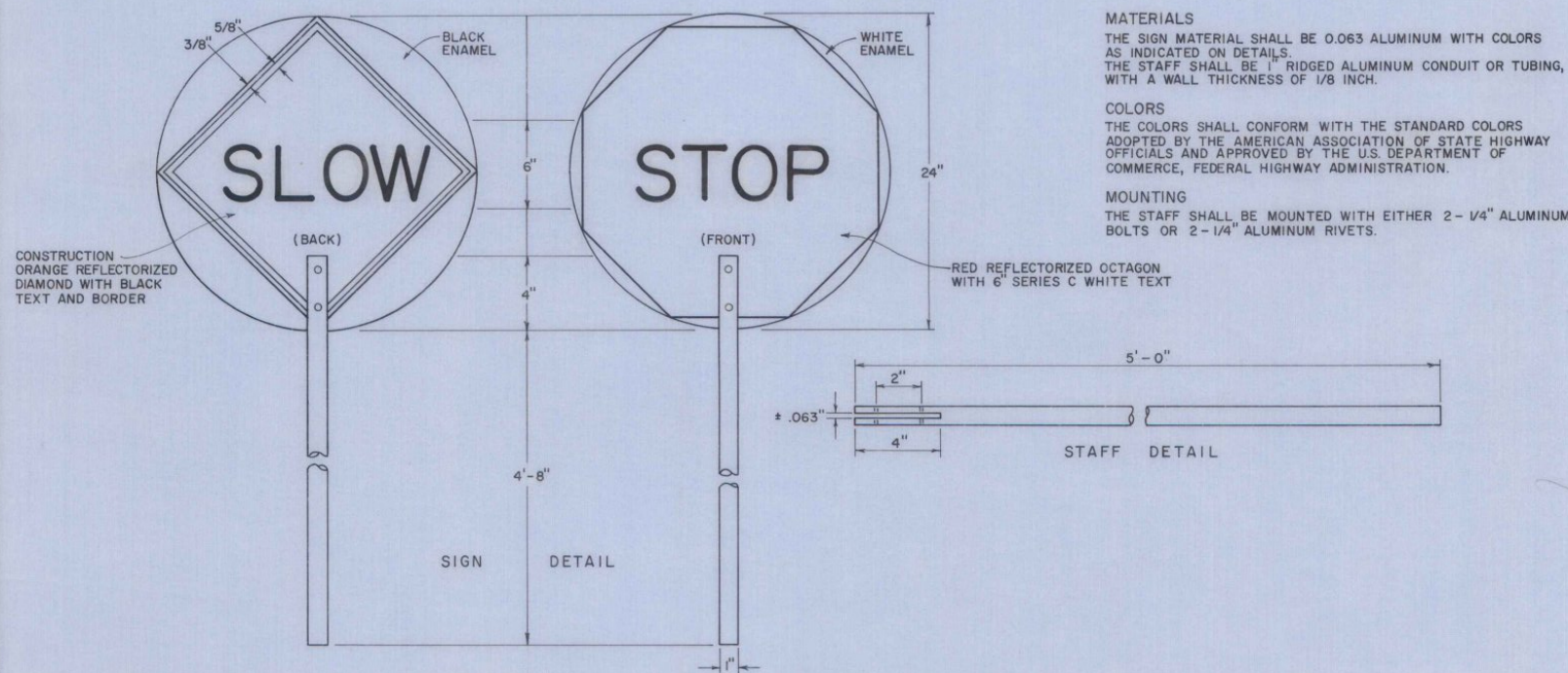
THE FLAGMAN IS PROVIDED AT WORK SITES TO STOP TRAFFIC INTERMITTENTLY AS NECESSITATED BY WORK PROGRESS OR TO MAINTAIN CONTINUOUS TRAFFIC PAST A WORK SITE AT A REDUCED SPEED TO HELP PROTECT THE WORK CREW. THE FLAGMAN MUST HAVE AT ALL TIMES A NEAT APPEARANCE AND WEAR AN ORANGE VEST AND AT NIGHT TIME BE 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 OFFICER.

	REAR FACE (TRUCK MOUNTED)	360° (MIRROR MOUNTED)
BRILLIANCE —	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

SIGN PADDLE FOR FLAGMAN



REVISIONS AND CORRECTIONS
AUG. 3, 1973 STROBE LIGHT SPECIFICATIONS ADDED.

APPROVED DATE July 16, 1973
E. H. Stebbins
 CHIEF ENGINEER
G. M. Lane
 ASST. CHIEF ENGINEER
P. J. Jones
 HIGHWAY ENGINEER

TRAFFIC SIGNS
 TYPICAL MOVING MAINTENANCE OPERATION
 APPROACH SIGNS

VERMONT
 DEPARTMENT
 OF HIGHWAYS
 STANDARD

E-10A