

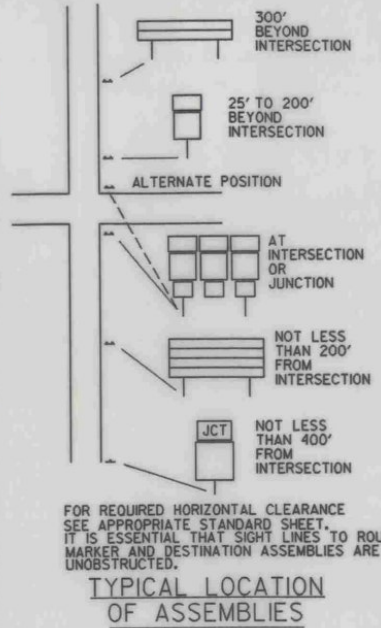
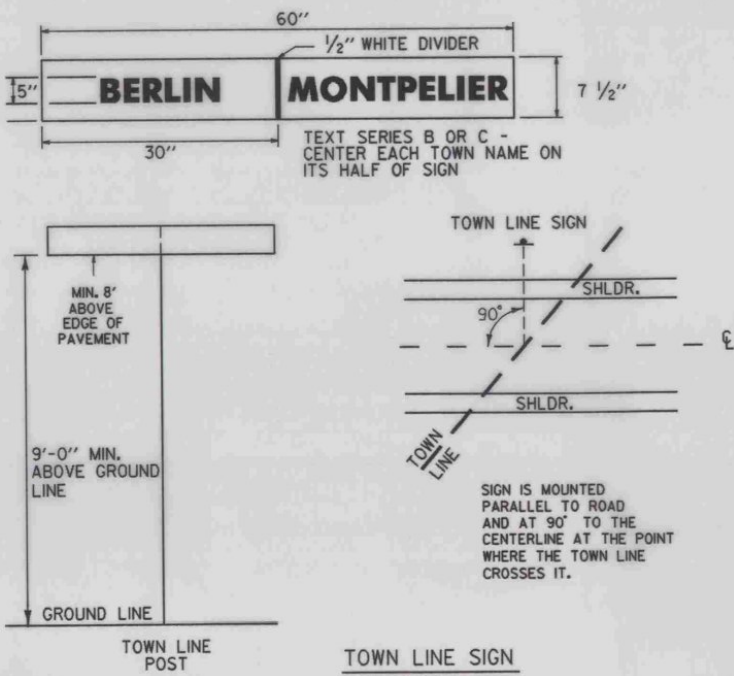
**MATERIALS**  
 THE SIGN BASE MATERIALS USED FOR THE STREET SIGNS MAY BE EITHER OF THE FOLLOWING:  
 A - EXTRUDED ALUMINUM BLADES WITH REFLECTIVE SHEETING  
 B - FLAT ALUMINUM BLADES WITH REFLECTIVE SHEETING

**COLORS**  
 THE SIGNS SHALL HAVE A REFLECTORIZED WHITE OR SILVER TEXT (STICK ON REFLECTIVE LETTERS) ON A REFLECTORIZED GREEN BACKGROUND. THE COLORS SHALL CONFORM WITH THOSE FOUND IN STANDARD COLOR TOLERANCE CHARTS AS APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

**LETTERING**  
 LETTERS AND DIGITS SHALL CONFORM WITH THE STANDARD ALPHABETS FOR HIGHWAY SIGNS PRINTED BY THE FEDERAL HIGHWAY ADMINISTRATION.

**SPECIFICATIONS**  
 THE SIGN SHALL MEET THE VERMONT STATE SPECIFICATIONS FOR "TRAFFIC SIGNS". THE MATERIAL FOR THE BLADES SHALL BE EITHER EXTRUDED ALUMINUM WITH A 0.25 INCH FLANGE THICKNESS AND A 0.090 INCH WEBB (MIN.) OR FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.025 INCH. THE PREFERRED MOUNTING METHOD FOR STREET SIGNS IS POST TOP MOUNTING BRACKETS. HARDWARE FOR MOUNTING SIGNS TO POST SHALL BE SUBSIDIARY TO OTHER ITEMS. MOUNTING METHOD WILL BE AS SHOWN ON THE PLANS. MINIMUM VERTICAL CLEARANCE IS 8 FEET TO THE BOTTOM OF THE SIGN. FOR POST TOP MOUNTINGS, SIGNS SHALL HAVE TEXT ON BOTH SIDES.  
**SIZES ARE AS FOLLOWS**  
 RURAL AREAS - USE A 9 INCH HIGH BLADE IN LENGTHS OF 24", 30", 36" OR 42". USE SERIES "B" LETTERING (MINIMUM) WITH 6 INCH HIGH LETTERS FOR STREET NAME, 4 INCH OTHER.  
 URBAN AREAS - USE A 6 INCH HIGH BLADE IN LENGTHS OF 24", 30", 36" OR 42". USE SERIES "B" LETTERING (MINIMUM) WITH 4 INCH HIGH LETTERS FOR STREET NAME, 3 INCH OTHER.

**STREET SIGNS**

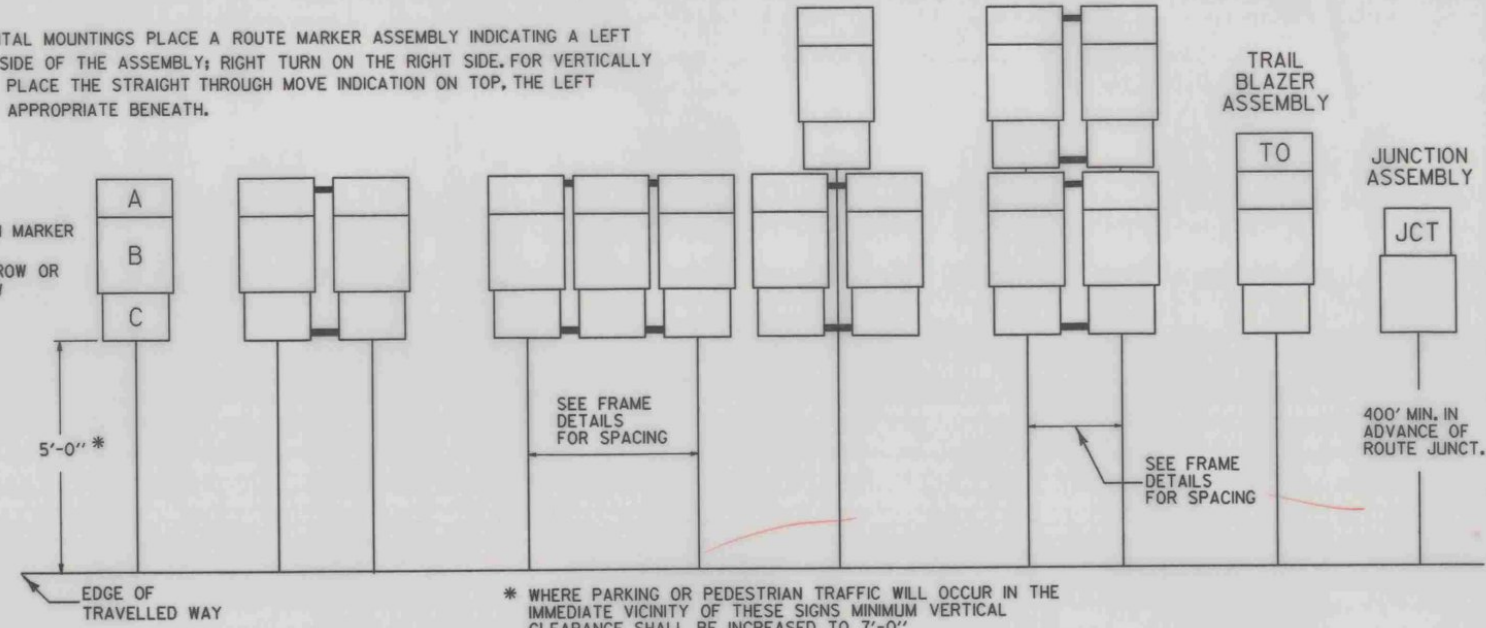


FOR REQUIRED HORIZONTAL CLEARANCE SEE APPROPRIATE STANDARD SHEET. IT IS ESSENTIAL THAT SIGHT LINES TO ROUTE MARKER AND DESTINATION ASSEMBLIES ARE UNOBSTRUCTED.

**INSTALLATION SEQUENCE:**

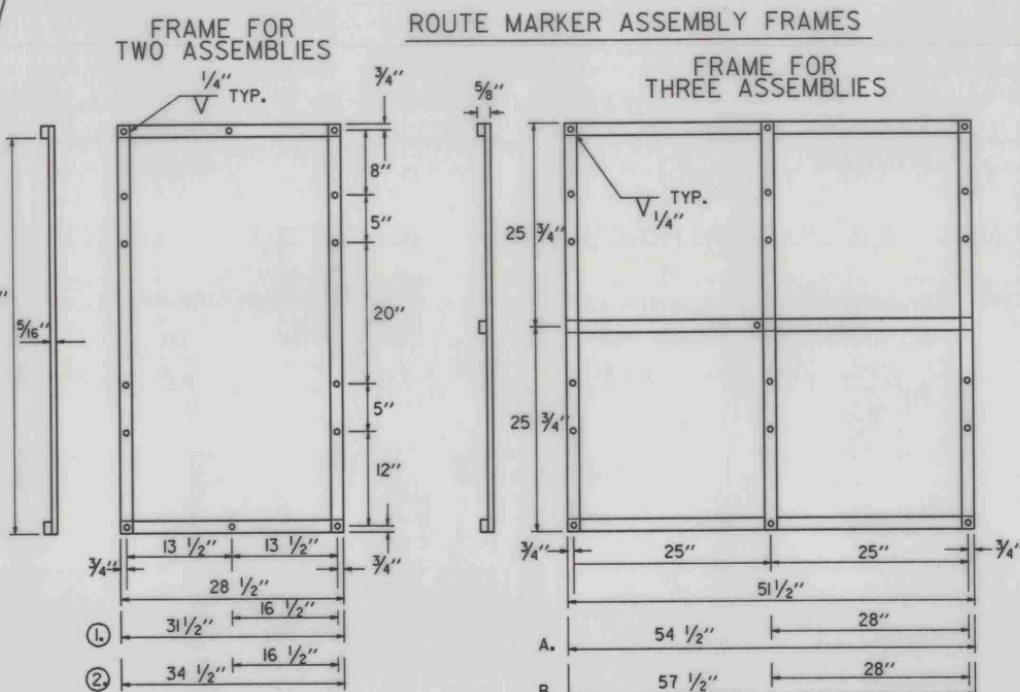
IN MULTIPLE HORIZONTAL MOUNTINGS PLACE A ROUTE MARKER ASSEMBLY INDICATING A LEFT TURN ON THE LEFT SIDE OF THE ASSEMBLY; RIGHT TURN ON THE RIGHT SIDE. FOR VERTICALLY STACKED MOUNTINGS PLACE THE STRAIGHT THROUGH MOVE INDICATION ON TOP, THE LEFT OR RIGHT TURNS AS APPROPRIATE BENEATH.

- A - CARDINAL DIRECTION MARKER
- B - ROUTE NUMBER
- C - ADVANCE TURN ARROW OR DIRECTIONAL ARROW



\* WHERE PARKING OR PEDESTRIAN TRAFFIC WILL OCCUR IN THE IMMEDIATE VICINITY OF THESE SIGNS MINIMUM VERTICAL CLEARANCE SHALL BE INCREASED TO 7'-0"

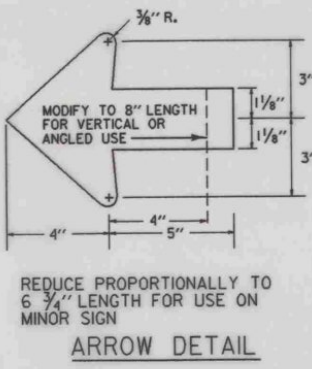
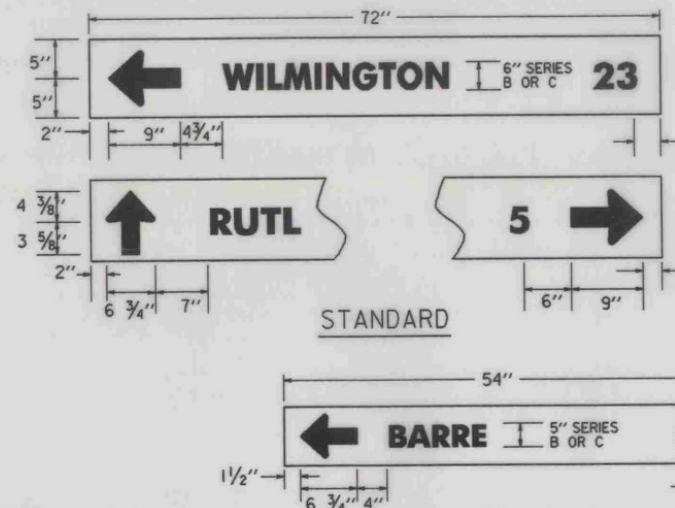
**STANDARD MOUNTING OF ROUTE MARKER ASSEMBLIES, AND DESTINATION ASSEMBLIES**



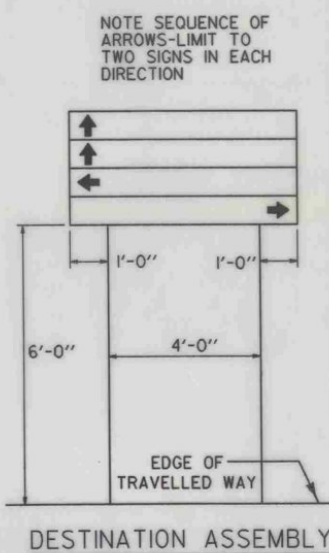
- NOTE:**
- 1 WITH ONE 30" THREE DIGIT SIGN
  - 2 WITH TWO 30" THREE DIGIT SIGNS

- NOTE:**
- A. WITH ONE 30" THREE DIGIT SIGN IN AN OUTSIDE POSITION
  - B. WITH ONE 30" THREE DIGIT SIGN IN THE CENTER POSITION OR TWO SUCH SIGNS IN THE OUTSIDE POSITIONS
  - C. WITH THREE 30" THREE DIGIT SIGNS

STANDARD FRAMES SHALL BE 5/16" x 1 1/2" WROUGHT IRON WELDED. ALL HOLES SHALL BE 3/16" DIAMETER. FOR OTHER SIGN COMBINATIONS THAN ABOVE, THE FRAME DIMENSIONS AND HOLE SPACING SHALL BE MODIFIED AS NECESSARY. THE FRAME SHALL BE PAINTED WITH ONE COAT OF PRIMER AND A SECOND COAT OF BLACK PAINT. THE PAINT SHALL BE OF THE TYPE USED ON EXTERIOR METAL SURFACES TO PREVENT METAL CORROSION.



REDUCE PROPORTIONALLY TO 6 3/4" LENGTH FOR USE ON MINOR SIGN



**MINIMUM**

**STANDARD DESTINATION SIGNS AND ASSEMBLIES:**

**MATERIALS**  
 THE SIGN BASE MATERIAL FOR STANDARD DESTINATION SIGNS SHALL BE HIGH DENSITY OVERLAID PLYWOOD 3/4 INCH THICK OR FLAT SHEET ALUMINUM 0.025 INCH THICK. THE REFLECTIVE MATERIAL SHALL BE GREEN REFLECTIVE SHEETING APPLIED TO THE ENTIRE BACKGROUND OF THE SIGN. THE TEXT SHALL BE CUT-OUT REFLECTORIZED WHITE OR SILVER LETTERS.

**COLORS**  
 DESTINATION SIGNS SHALL HAVE A REFLECTORIZED WHITE OR SILVER TEXT ON A REFLECTORIZED GREEN BACKGROUND.

**LETTERING**  
 LETTERS AND DIGITS SHALL CONFORM WITH THE STANDARD ALPHABETS FOR HIGHWAY SIGNS APPROVED BY THE NATIONAL JOINT COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES.

**SPECIFICATIONS**  
 DESTINATION SIGNS SHALL MEET THE STATE SPECIFICATIONS FOR "TRAFFIC SIGNS".

REVISIONS AND CORRECTIONS

APPROVED  
 APRIL 1, 1988 DATE  
 David B Kelly  
 CHIEF ENGINEER  
 Arthur Jones  
 DIRECTOR OF PLANNING AND PRE-CONSTRUCTION  
 Gordon B. MacArthur  
 TRAFFIC AND SAFETY ENGINEER

**GUIDE SIGN PLACEMENT  
 MISCELLANEOUS DETAILS**



**STANDARD  
 E-123**