

**MATERIALS.**— Construction Identification Signs shall be of wood, metal, hardboard or other durable material satisfactory to the engineer, with the background and legend painted thereon. No materials shall be used that will deteriorate by exposure to the weather during the life of the project. Neither the backgrounds nor the legends of the signs shall be reflectorized.

**DESIGN.**— The content of each sign shall be in accordance with the designs shown on this sheet. The legend shall be in black on a white background, except for an Interstate Route Marker which shall be the 24 inch standard three-color interstate shield.

The mileage figure shall be the overall length of the contract to which the sign refers, to the nearest tenth of a mile. If the sign is for a single structure, a recognizable name may be substituted for the length as determined by the engineer.

The project cost shall be the cost of the contract rounded to the nearest \$ 10,000. The percentages of costs shown shall be those actually borne by the State, Local and Federal Governments respectively.

The project number shall be that for the federal-aid contract actually under way.

**LOCATION.**— Construction Identification Signs generally shall be located at each end of the project and on major side roads and numbered routes intersecting or crossing the project.

In detail the signs shall be located where indicated on the plans or designated by the engineer.

The signs shall be placed so as to be completely visible to traffic, and so as not to obscure or detract from the effectiveness of other official signs.

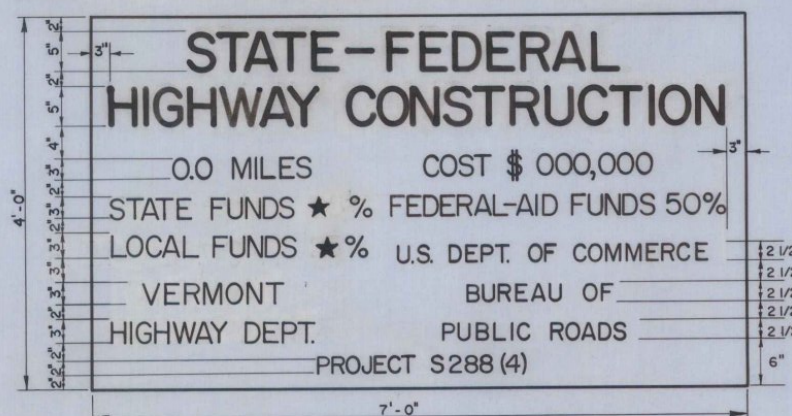
**ERECTION.**— Construction Identification Signs shall be in position at the time the physical construction work starts on any federal-aid project.

Each sign shall be erected in a neat and workmanlike manner on wood or steel posts set firmly in the ground, with the bottom of the sign at least 4 feet above the road level. The nearest edge of a sign shall be at least 4 feet outside the shoulder point or 2 feet outside a curb or sidewalk. Posts and signs shall be braced or reinforced in back as necessary. Signs shall be erected to the satisfaction of the engineer.

**MAINTENANCE.**— Signs shall be in a legible condition satisfactory to the engineer. They shall be completely visible to traffic at all times and present a neat appearance. They shall not be lighted at night.

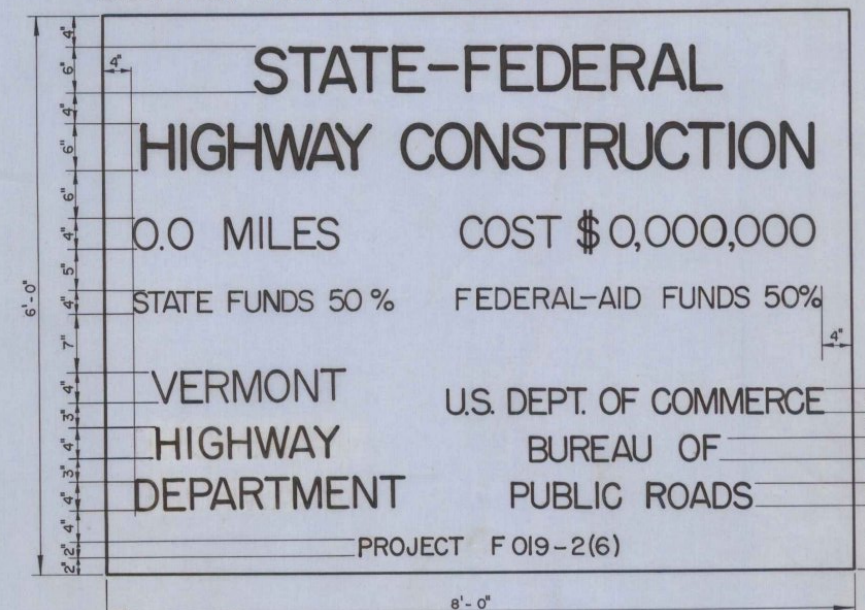
**GENERAL.**— The cost of furnishing, erecting, maintaining and removing Construction Identification Signs shall be borne by the contractor without additional compensation (See Standard Specifications, Div. 1, Section 7, Article 7.07, "Public Convenience and Safety.")

SIGN FOR SECONDARY SYSTEM AND URBAN PROJECT

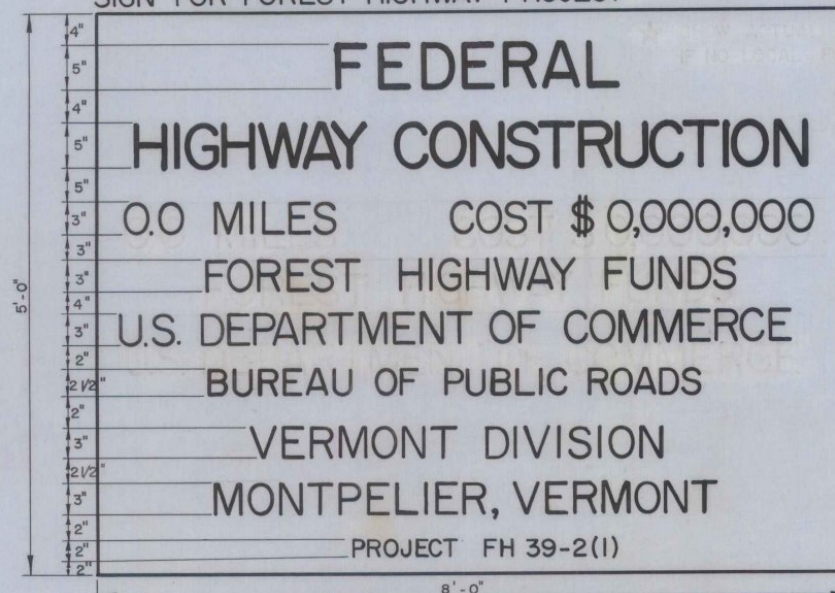


★ SHOW ACTUAL PERCENT OF STATE AND LOCAL FUNDS.  
IF NO LOCAL FUNDS ARE USED, SHOW 50% STATE FUNDS

SIGN FOR PRIMARY SYSTEM PROJECT

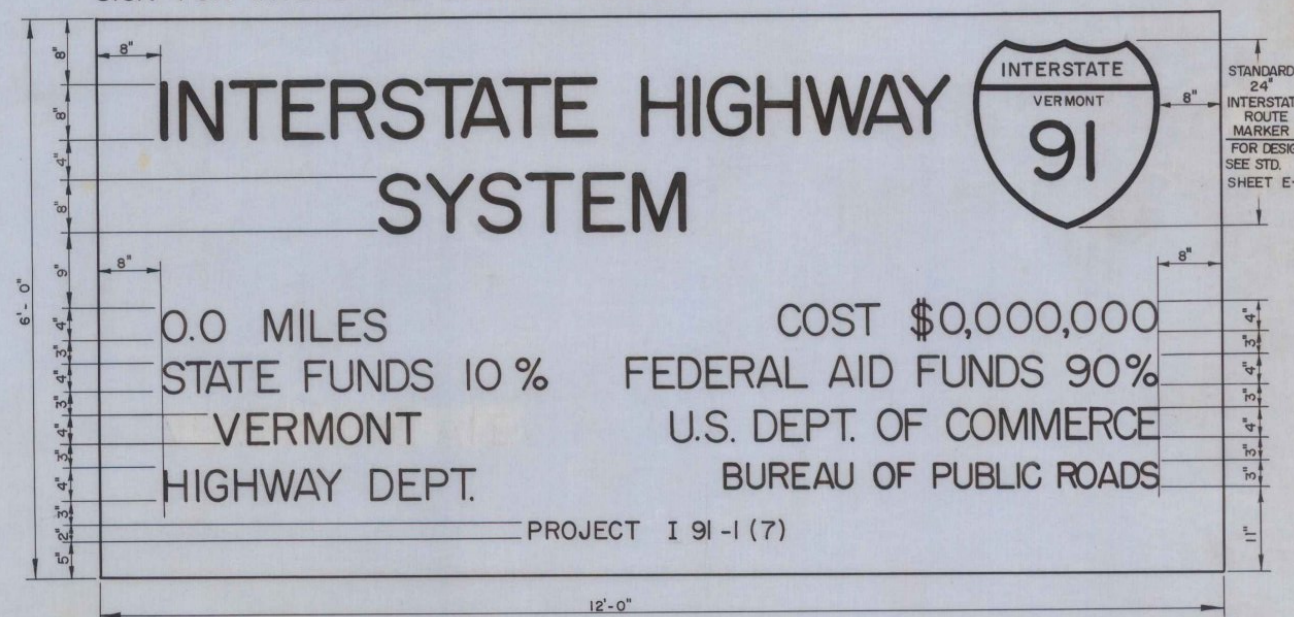


SIGN FOR FOREST HIGHWAY PROJECT



SIGN FOR PROJECTS FINANCED ENTIRELY WITH FOREST HIGHWAY FUNDS.

SIGN FOR INTERSTATE SYSTEM PROJECT



STANDARD 24" INTERSTATE ROUTE MARKER FOR DESIGN SEE STD. SHEET E-11

REVISIONS & CORRECTIONS

APPROVED  
SEPT 9, 1963

*A. D. Sisk*  
CHIEF ENGINEER

*R. H. Arnold*  
ASST. CHIEF ENGINEER

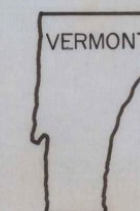
*A. W. Coleman*  
TRAFFIC ENGINEER

*London M. Lane*  
HIGHWAY ENGINEER

DRAWN: A J A  
TRACED: A J A

*E. H. O'Brien*  
CONSTRUCTION ENGINEER

TRAFFIC SIGNS  
FEDERAL-AID CONSTRUCTION IDENTIFICATION SIGNS



DEPARTMENT OF HIGHWAYS  
STANDARD

*Superseded*  
E-31