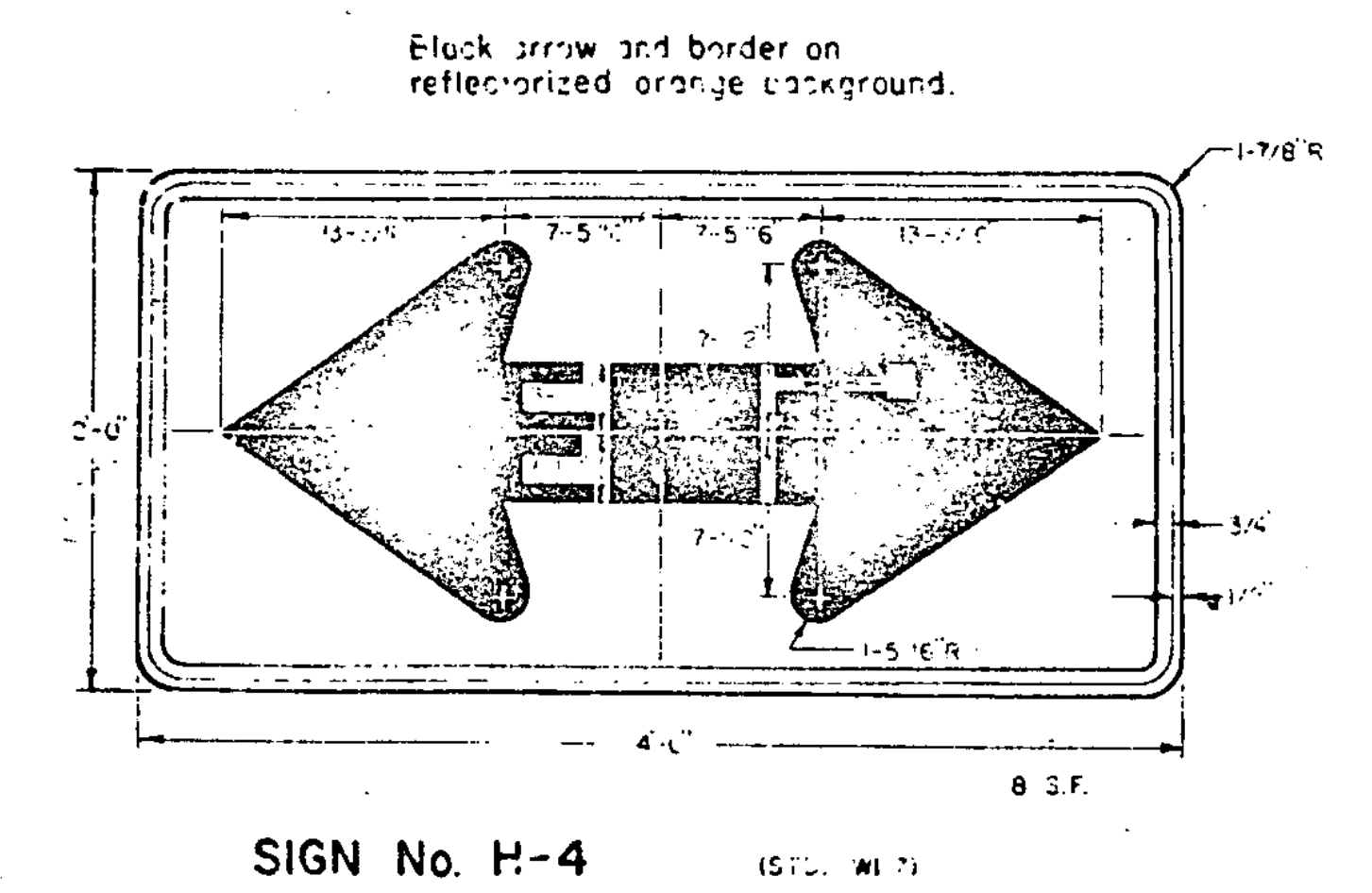
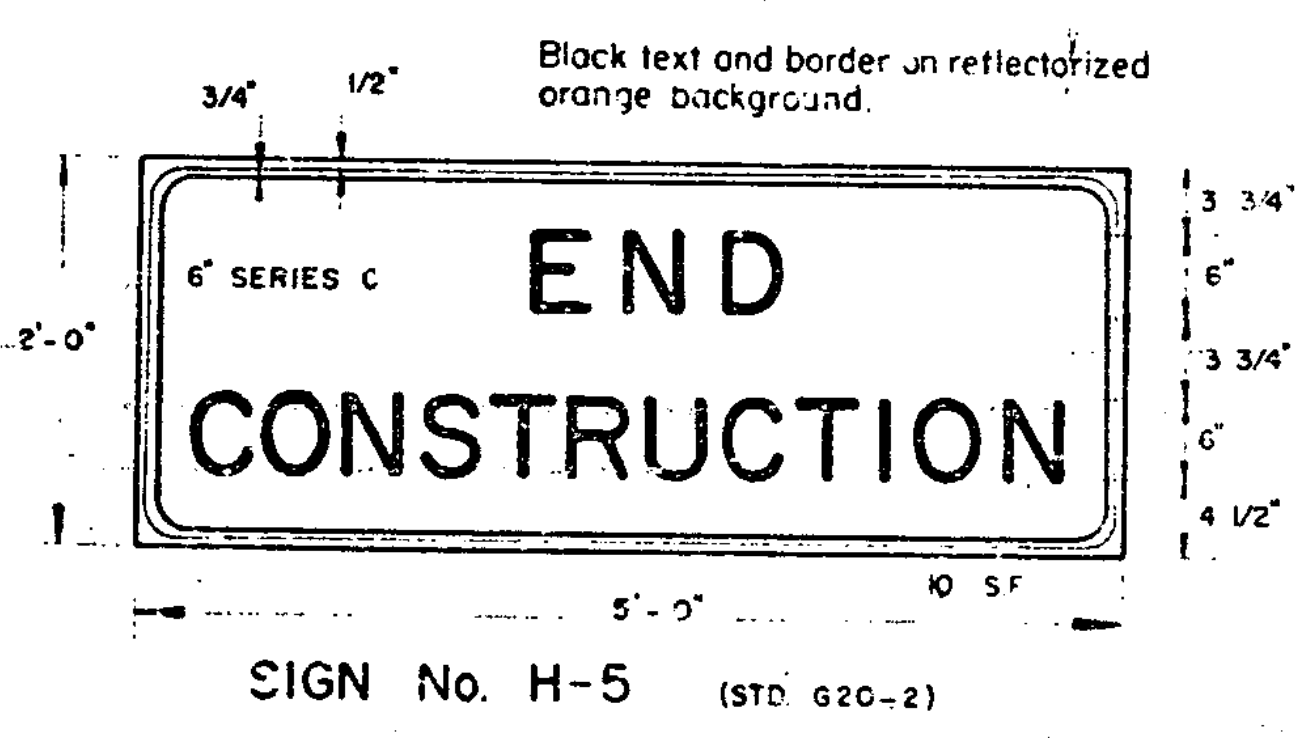
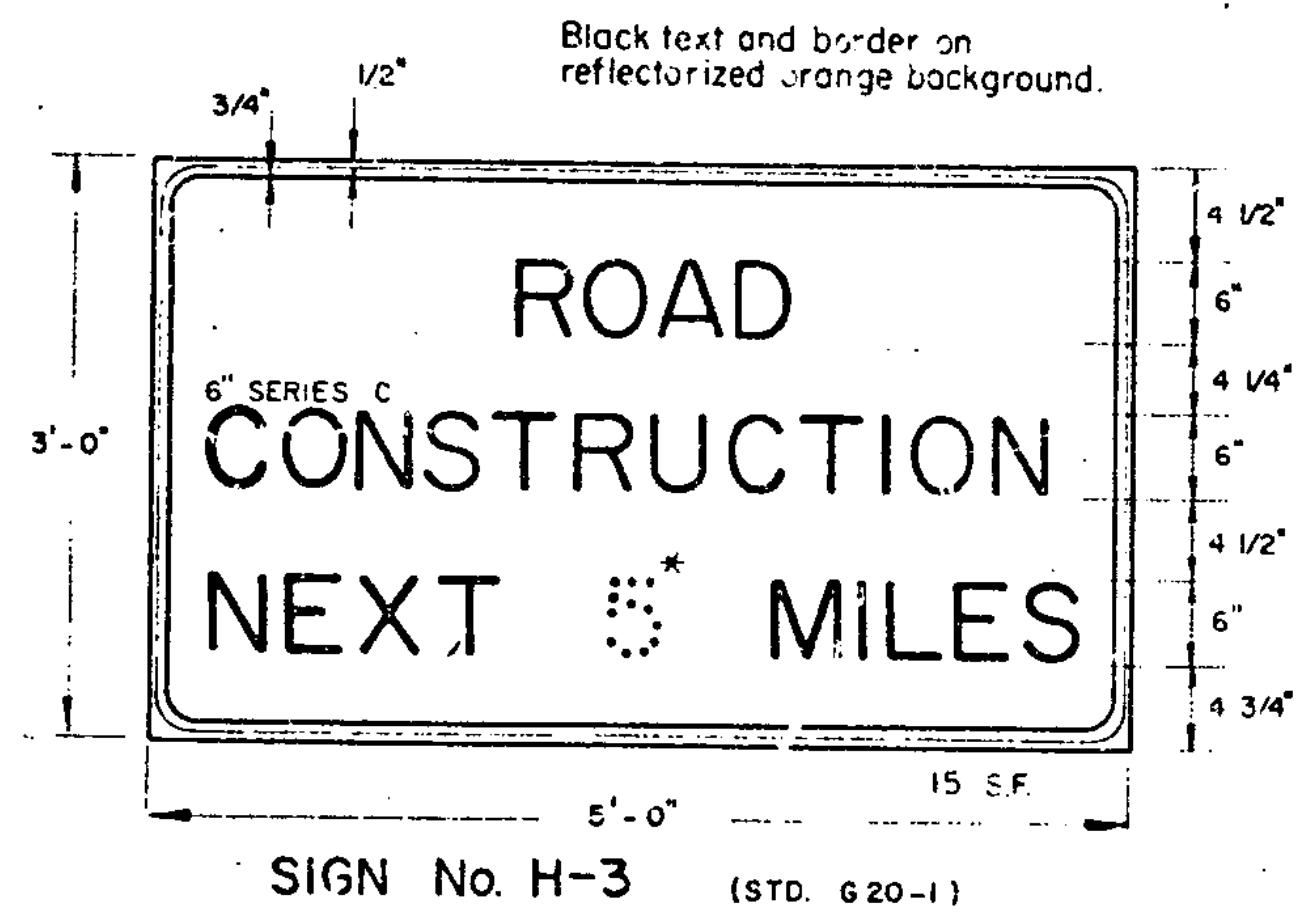
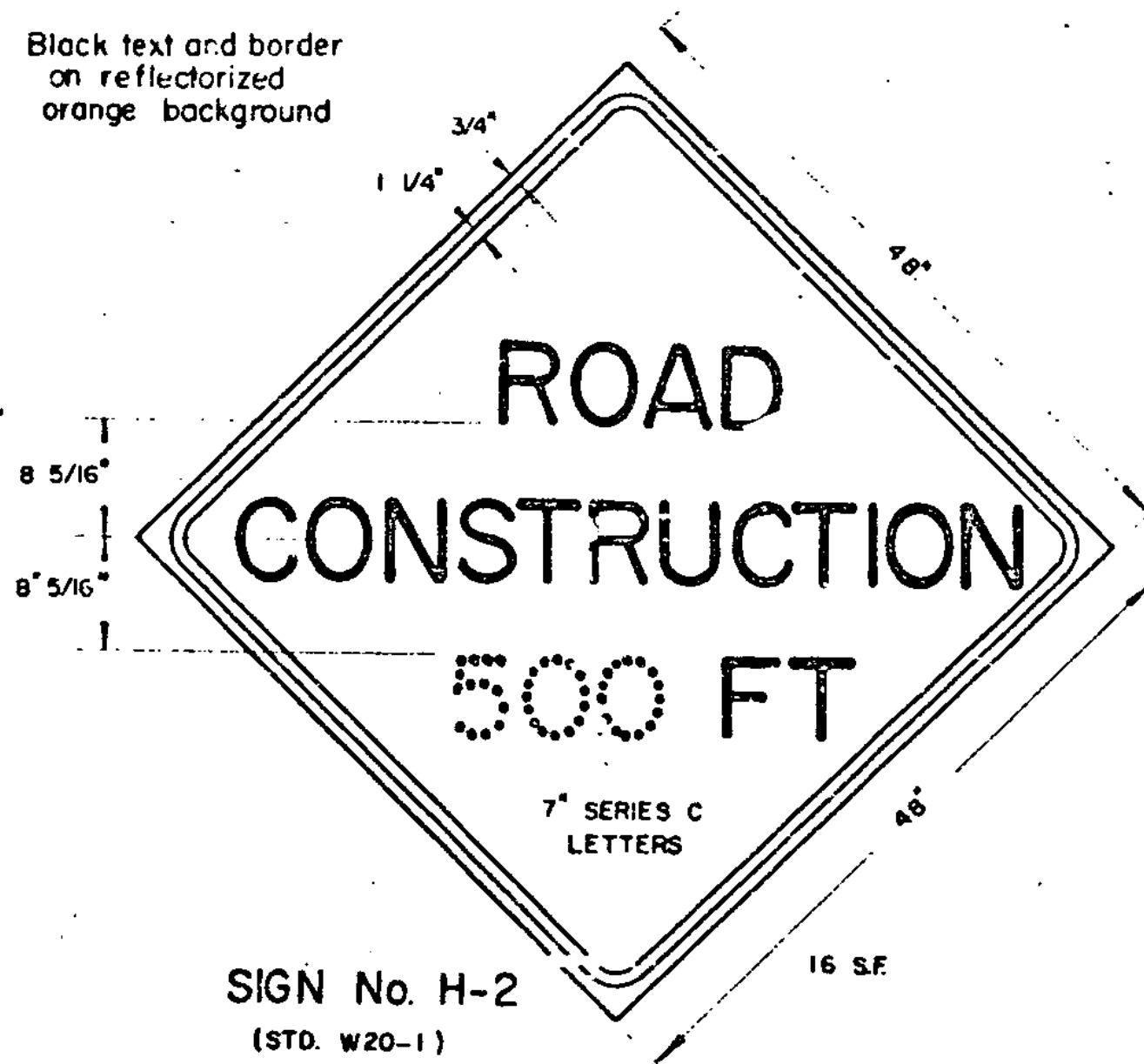
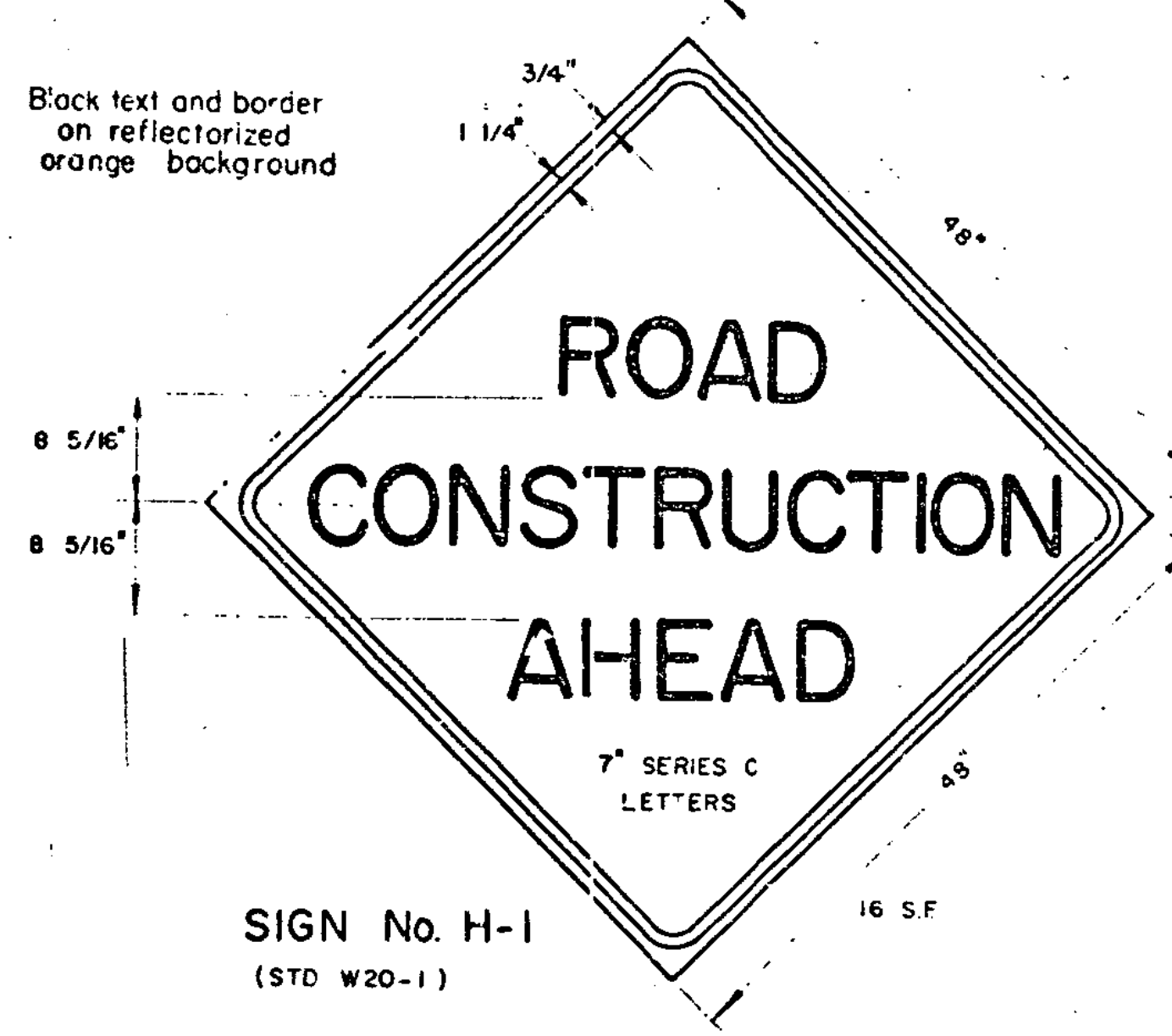
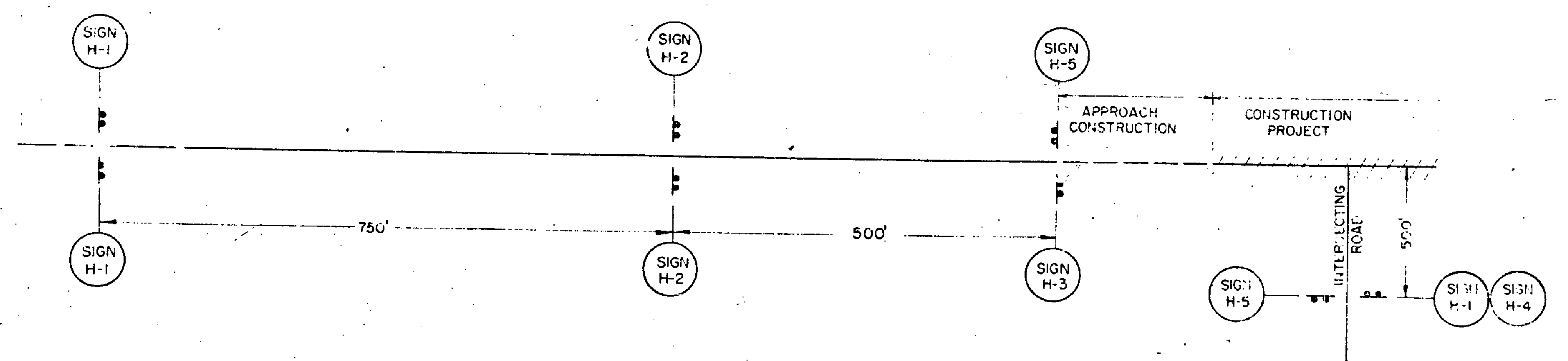


SIGN H-3 IS TO BE USED WHEN PROJECT LENGTH EXCEEDS 2 MILES, OR AS REQUESTED BY THE RESIDENT ENGINEER. THE TEXT MAY BE AS SHOWN OR MAY READ AS FOLLOWS "CONSTRUCTION AREA NEXT ___ MILES"

* Show mileage to nearest 1/4 mile



The road construction approach 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.



LOCATION
Construction approach signs shall be located as detailed on this sheet or 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 roadways. The location measurements on this sheet are intended to indicate the sequence to be followed, and the minimum spacing to be observed by the Engineer in determining exact locations.

DESIGN
The designs 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 National Joint Committee on Uniform Traffic Control Devices.

MATERIALS
The signs shall be of metal, wood, plywood, hardboard or any other material satisfactory to the Engineer. No material will be approved that will deteriorate by exposure to the weather during the required life of the sign.

REFLECTORIZATION
All reflectorized material shall consist of encapsulated lens reflective sheeting.

INSTALLATION
The signs shall be in place at the time the project officially commences. Each sign shall be erected in a neat and workmanlike manner on wood or 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. Posts and signs shall be braced or reinforced in back as necessary. 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.

GENERAL
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.

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. In all phases of construction of approach signing, the requirements set forth in the Manual on Uniform Traffic Control Devices shall be met (See Standard Specifications, Section 107, Article 107.09 Barricades, Warning and Detour Signs).

When project is closed down for temporary periods the signs shall be covered in a workmanlike manner.

REVISIONS AND CORRECTIONS
SEPT. 11, 1973 - REVISED PER ORDER OF FHWA, SEPT. 11, 1973
OCT. 19, 1973 - SIGN H-4 REMOVED
MAY 14, 1974 - REFLECTIVE MATERIAL CHANGE
JUNE 7, 1977 - REFLECTIVE MATERIAL NOTE CHANGED
DEC. 15, 1978 - ILLUMINATION DELETED
DEC. 17, 1979 - SIGN H-1 REVISED, SIGN H-2 ADDED
MAR. 4, 1981 - SIGN H-3 TEXT CHANGED, NOTE ADDED

APPROVED
DATE Dec. 14, 1971
R. H. Connolly
CHIEF ENGINEER
E. W. Stuebeny
ASST. CHIEF ENGINEER
G. M. Lane
HIGHWAY ENGINEER

TRAFFIC SIGNS
ROAD CONSTRUCTION
APPROACH SIGNS

VERMONT AGENCY OF TRANSPORTATION

STANDARD
E-2