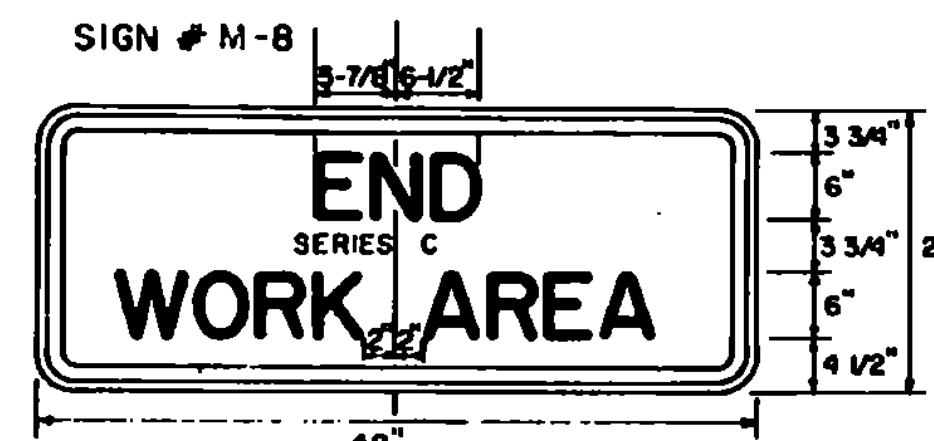
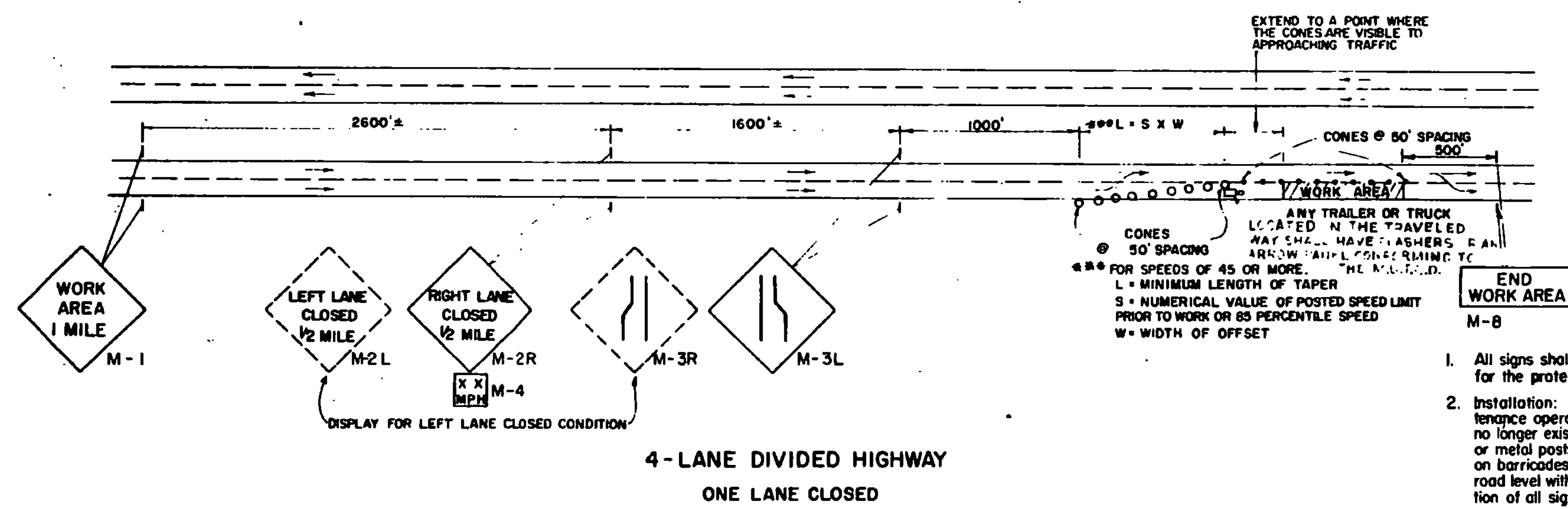
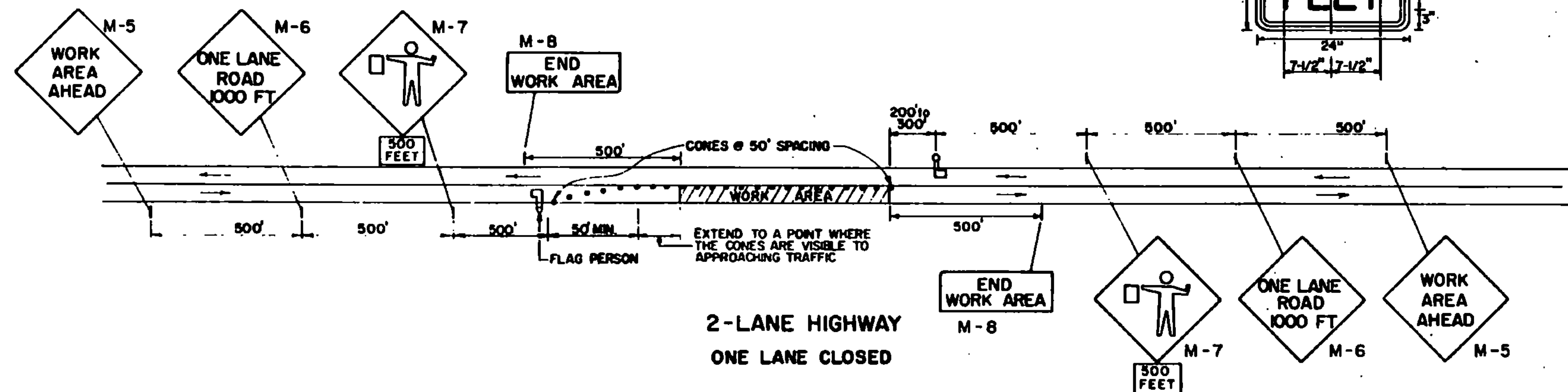
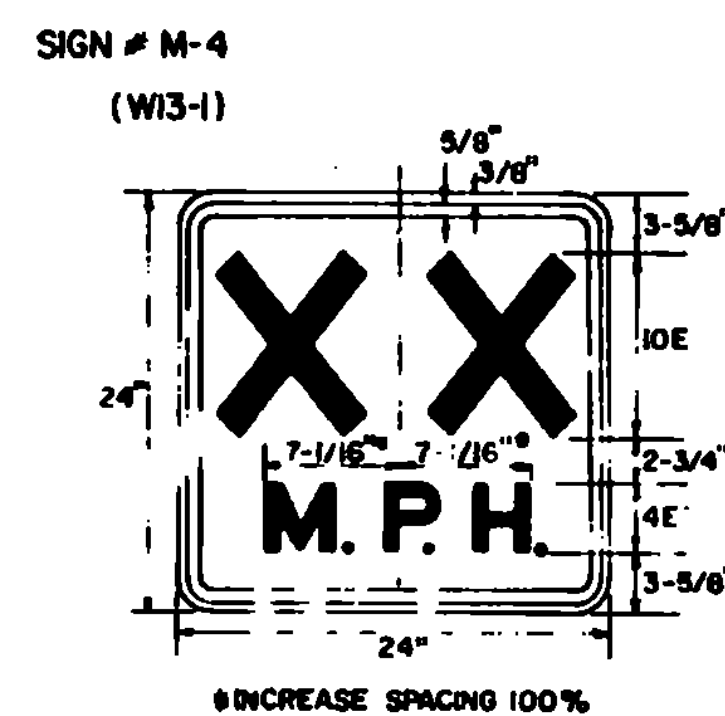
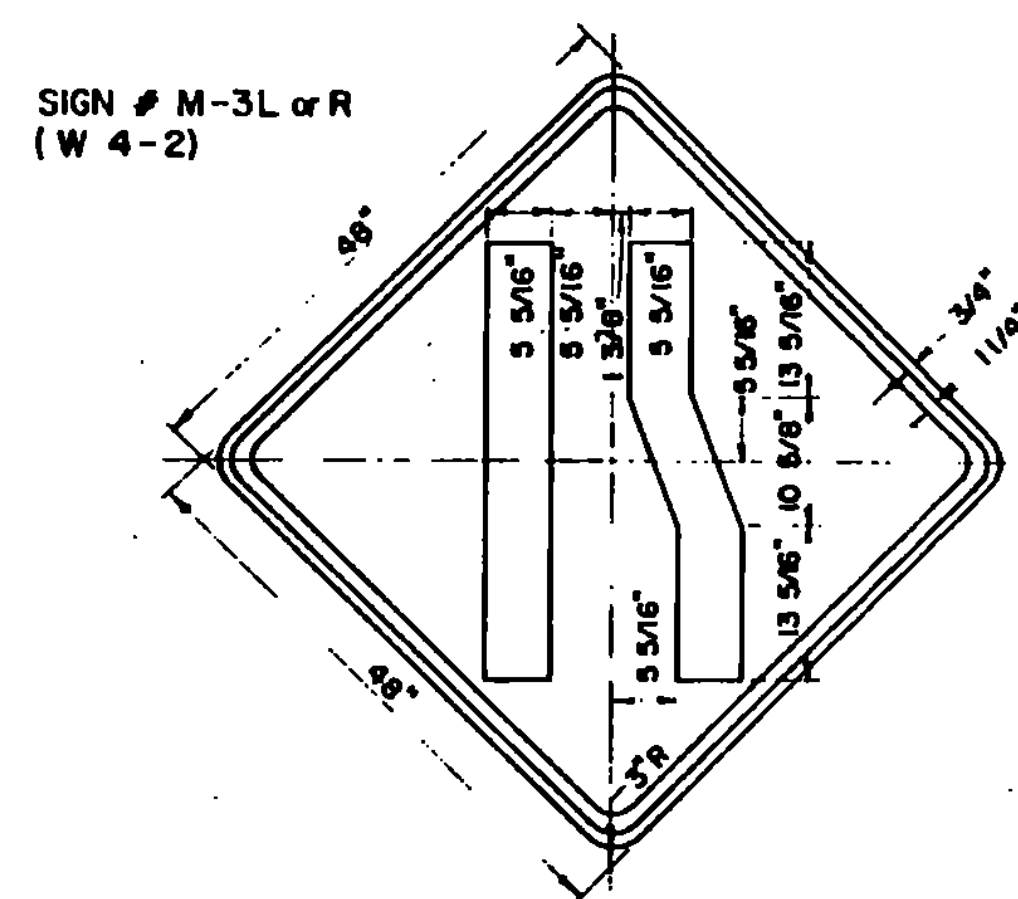
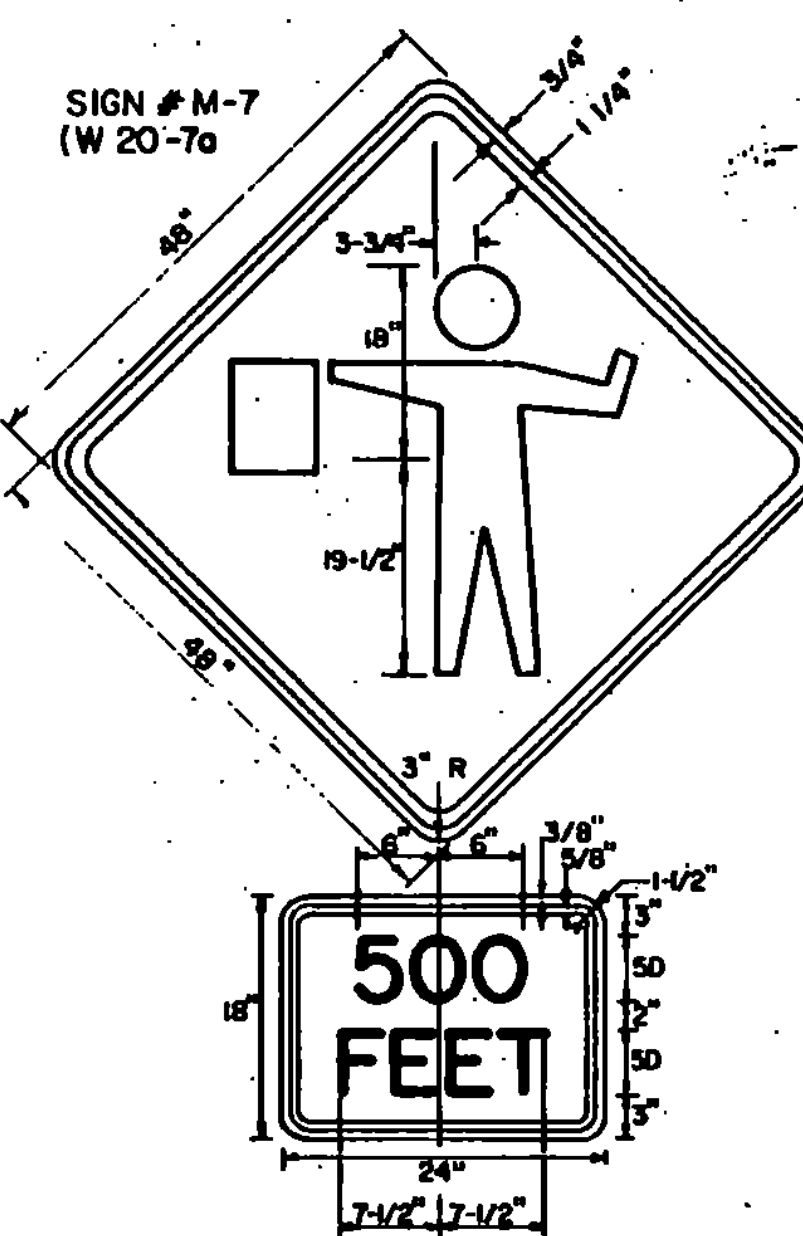
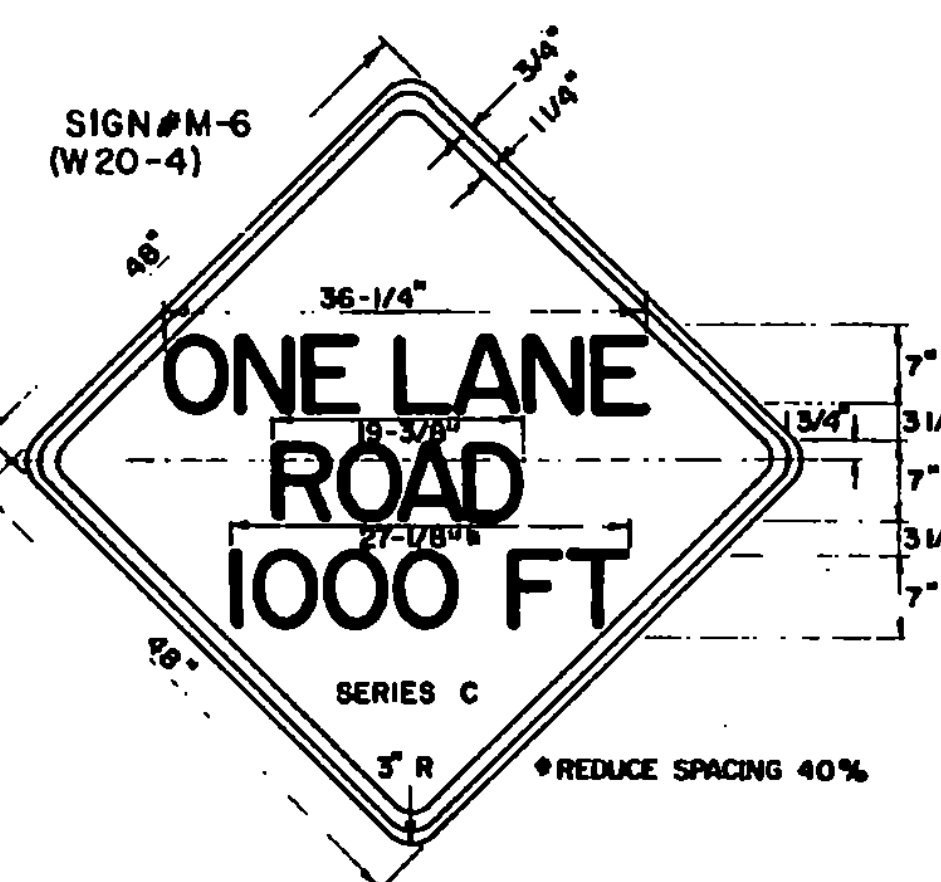
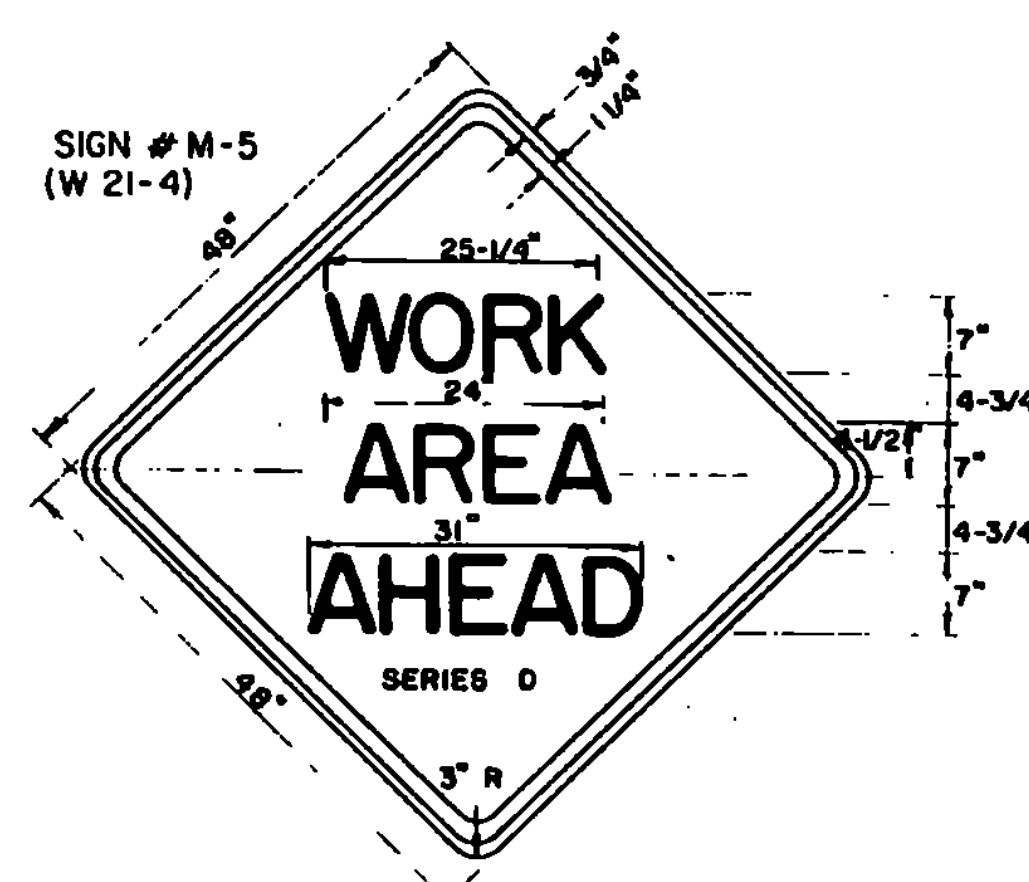
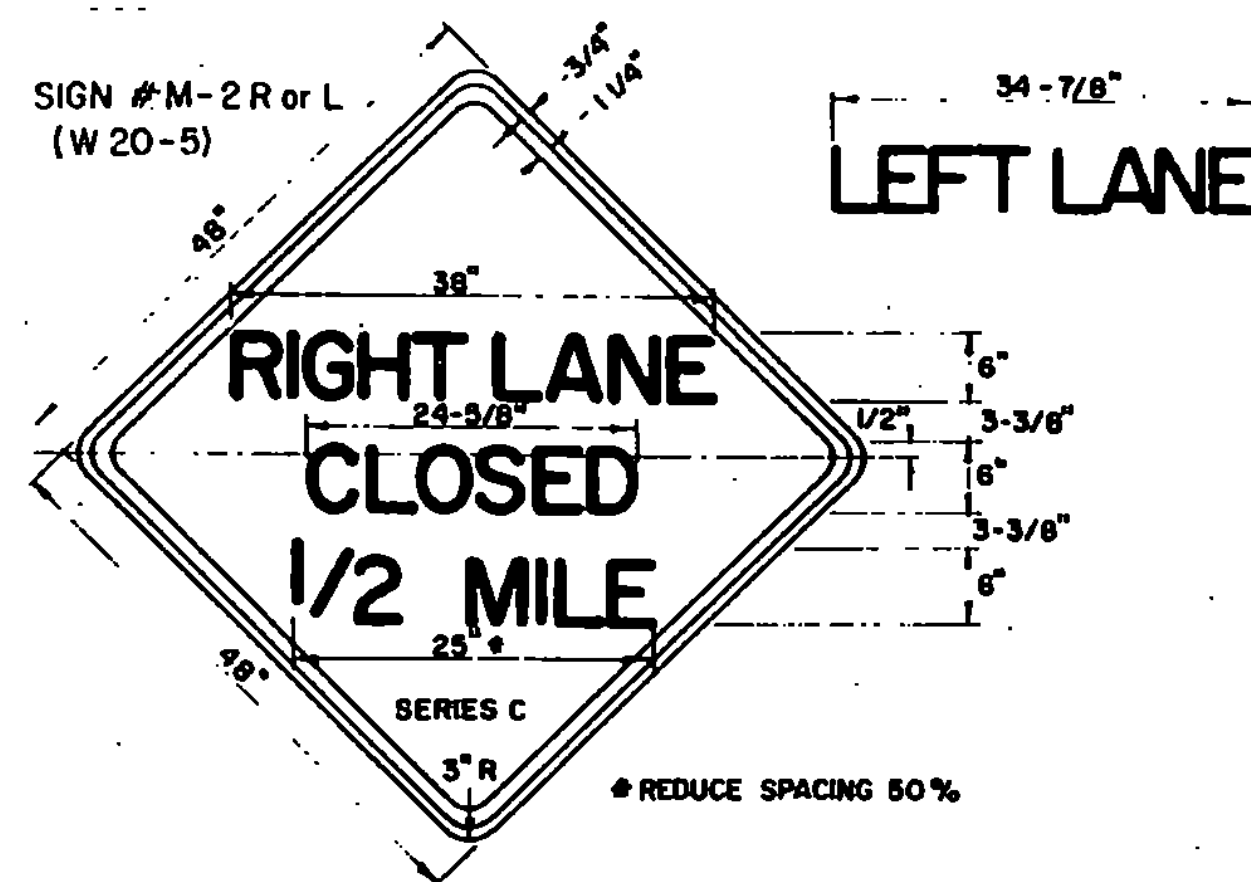
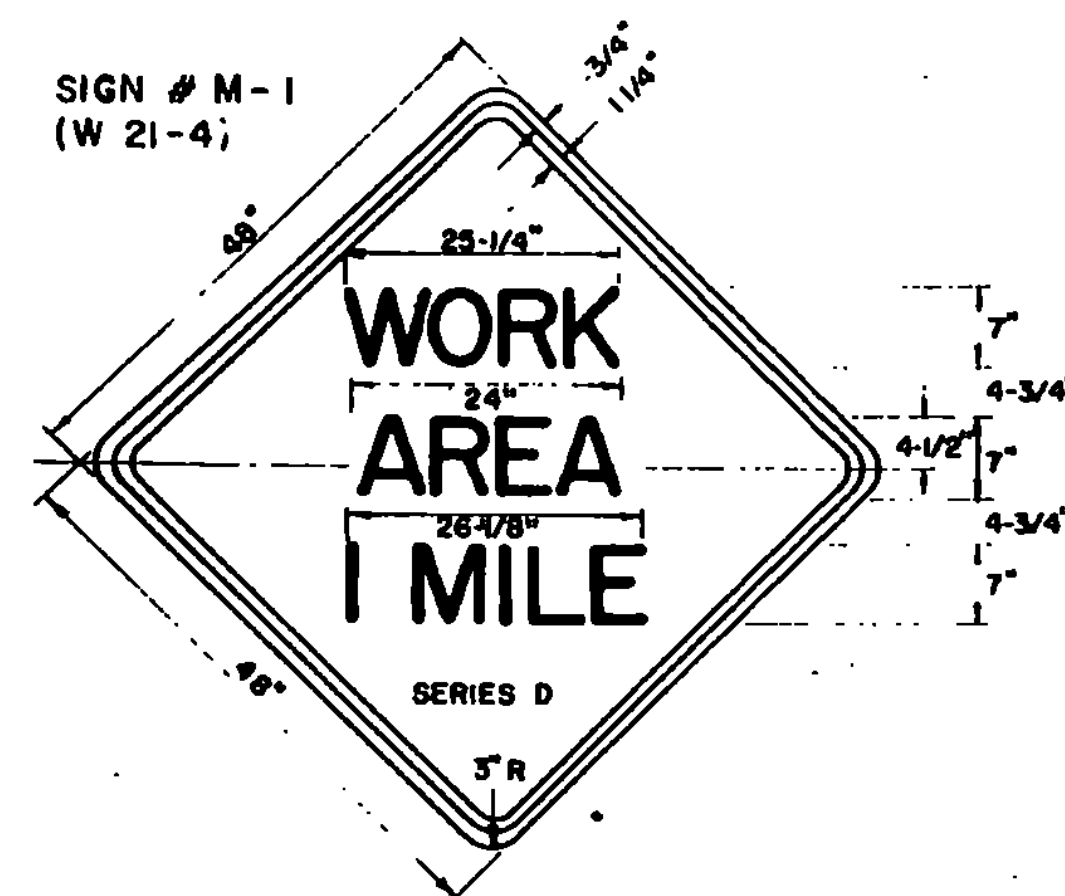




# NOTES

1. All signs shall be covered or removed at the end of the working day unless required for the protection and safety of the traveling public.
2. Installation: Signs and barricades shall be in place prior to the start of the maintenance operation to which they apply and shall be removed promptly when the need no longer exists. Each sign shall be erected in a neat and workmanlike manner on wood or metal posts set securely in the ground, or on portable supports for temporary use, or on barricades when appropriate. As a general rule, roadside signs shall be 5 feet above road level with the nearest edge at least 6 feet outside the shoulder point. The installation of all signs and barricades shall be subject to the approval of the Engineer.
3. Numbers in parenthesis indicate M.U.T.C.D. sign designations.
4. "ROAD WORK" or "BRIDGE WORK" may be substituted as the appropriate legend for signs # M-1 or M-5.

## Reflectorization

All reflectorized material shall consist of encapsulated lens reflective sheeting. The text and borders may be screened, lettering film, or hand painted. Cones used for traffic control at night shall have a minimum 6" wide reflectorized material. Colors: The warning signs shown on this sheet shall have black text, border, and symbols on a reflectorized orange background. The orange 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.

## Text Design

Letters, digits, spacing, and text dimensions shall conform with the standard alphabets and design prescribed in the manual on Uniform Traffic Control Devices.

## Specifications

Warning signs shall meet the standard state specifications for traffic signs.

## Sign Base Material

The sign base material used for the warning signs on this sheet may be of any of the following, with minimum thickness as noted:

|                               |              |
|-------------------------------|--------------|
| Flat sheet aluminum           | 0.125 Inches |
| High density overlaid plywood | 3/4 Inches   |
| Galvanized sheet steel        | 12 Gage      |

5. ON TOWN, CITY AND INCORPORATED VILLAGE HIGHWAY SYSTEMS THE MINIMUM NUMBER OF SIGNS IS AS FOLLOWS:

MINIMUM NUMBER OF SIGNS REQUIRED ARE M-6 AND M-7.

MINIMUM SIZE OF THE SIGNS SHALL BE 36" x 36".

THIS SIGN SIZE REDUCTION IS FOR DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION.

## REVISIONS & CORRECTIONS

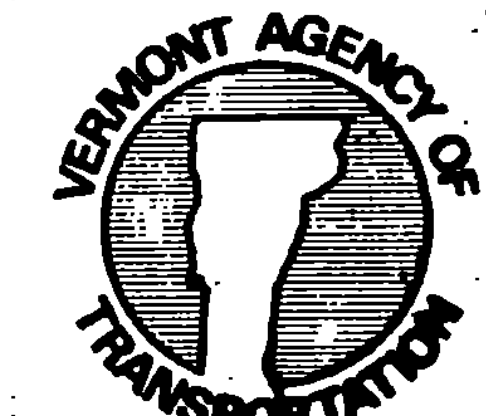
FEB. 28, 1972: SIGN ADDED UNDER DIRECTION OF FEDERAL HIGHWAY ADMINISTRATION  
MAY 14, 1974: REFLECTIVE MATERIAL CHANGE.  
JUNE 8, 1977: REFLECTIVE MATERIAL NOTE CHANGED. SIGNS REFERENCED TO NUMBERS IN M.U.T.C.D. SIGNS NUMBERED.  
AUG. 4, 1977: FLAGPERSON SIGN CHANGED TO SYMBOL.  
SEPT. 12, 1977: NOTE ADDED FOR REDUCED NUMBER AND SIZE OF SIGNS.  
JUNE 9, 1978: REVISED REDUCED SPEED SIGN PER FHWA  
NOV. 23, 1981: "WORK AREA" LEGEND AND NOTES ADDED, GENERAL SIGN REVISIONS.  
JUNE 18, 1983: TRUCK/TRAILER W/ FLASHER WITH CLARIFIED

FEB. 1, 1986 - UPDATED TO 1986

## APPROVED:

DATE Jan. 26, 1972  
R. H. Arnold  
CHIEF ENGINEER  
E. H. O'Harey  
ASST. CHIEF ENGINEER  
L. M. Lane  
HIGHWAY ENGINEER

# TYPICAL MAJOR MAINTENANCE OPERATION (BRIDGE AND ROADWAY) APPROACH SIGNS



STANDARD  
E-8