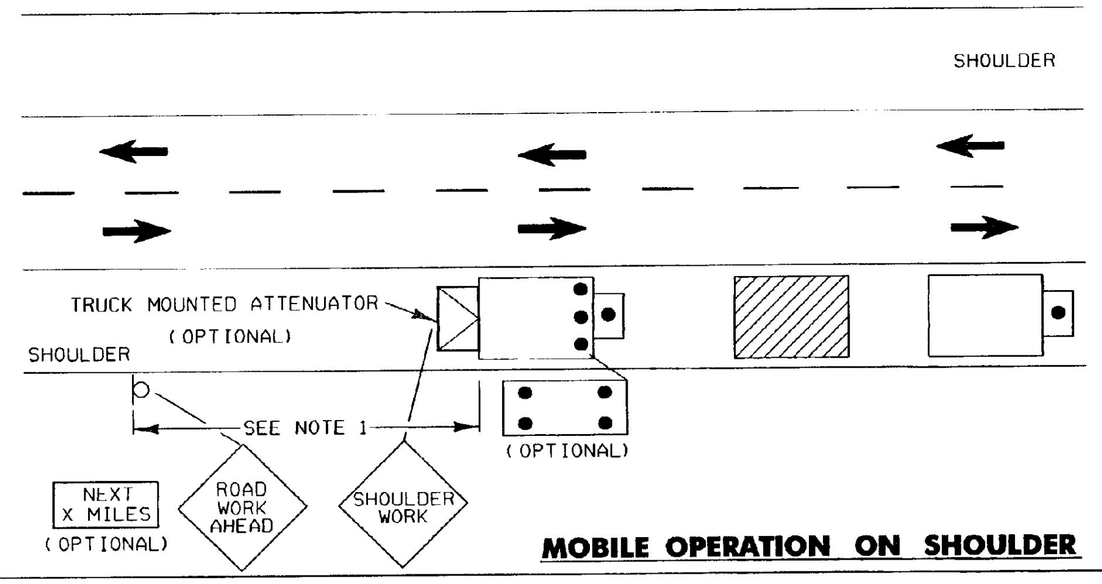
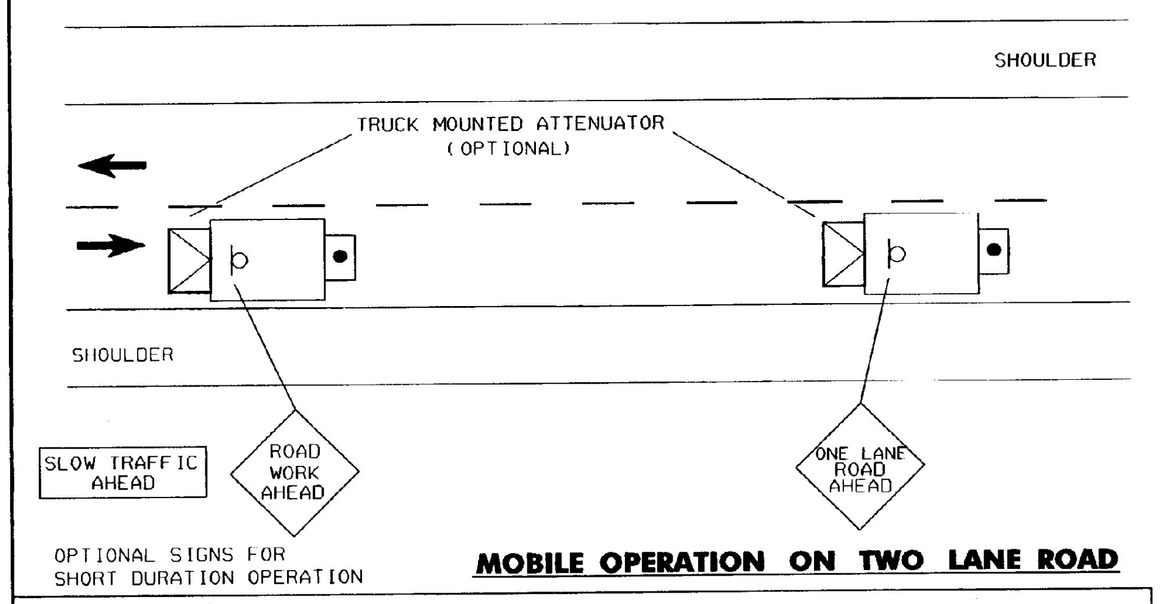


MOBILE OPERATION ON SHOULDER

NOTES:

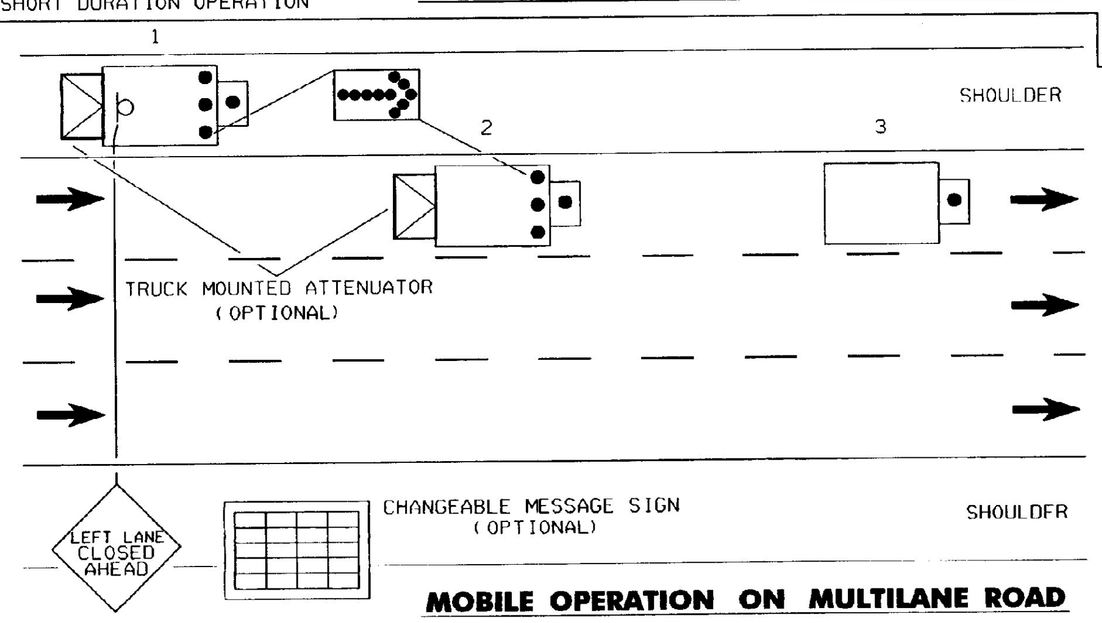
1. IN SITUATIONS WHERE MULTIPLE WORK LOCATIONS IN A LIMITED DISTANCE MAKE IT PRACTICABLE TO PLACE STATIONARY SIGNS, THE MAXIMUM SPACING FOR THE ADVANCE OF THE WORK.
2. THE LENGTH OF ACTIVITY AREA SIGN MAY BE USED AS THE STATIONARY ADVANCE WARNING SIGN IF THE WORK LOCATIONS OCCUR OVER A DISTANCE OF MORE THAN 2 MILES.
3. WARNING SIGNS ARE NOT REQUIRED IF THE WORK VEHICLE DISPLAYS A FLASHING OR REVOLVING YELLOW LIGHT, IF THE DISTANCE BETWEEN WORK LOCATIONS IS 1 MILE OR MORE, AND IF THE WORK VEHICLE TRAVELS AT TRAFFIC SPEEDS BETWEEN LOCATIONS.



MOBILE OPERATION ON TWO LANE ROAD

NOTES:

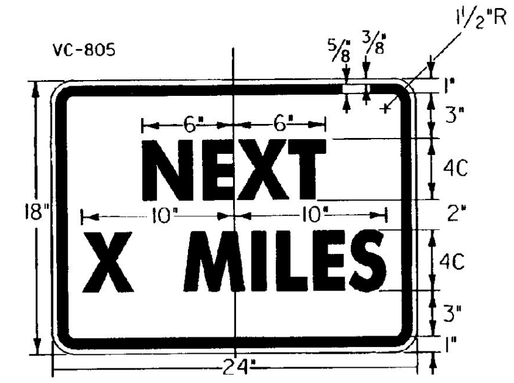
1. WHERE PRACTICABLE AND WHEN NEEDED, THE WORK AND PROTECTION VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A DO NOT PASS SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
2. THE DISTANCE BETWEEN THE WORK AND PROTECTION VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME , AND OTHER FACTORS. PROTECTION VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE PROTECTION VEHICLE SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE PROTECTION VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
3. ADDITIONAL PROTECTION VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
4. A TRUCK - MOUNTED ATTENUATOR (TMA) SHALL BE USED ON THE PROTECTION VEHICLE AND SHOULD BE CONSIDERED ON THE WORK VEHICLE.
5. THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE PROTECTION VEHICLES SHALL BE EQUIPPED WITH A TMA AND TWO HIGH - INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN. PROTECTION AND WORK VEHICLES SHOULD DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
6. VEHICLE - MOUNTED SIGNS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGN, AT A MINIMUM HEIGHT OF 4 FEET ABOVE THE PAVEMENT. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
7. ARROW DISPLAYS ARE OPTIONAL AND SHOULD BE TYPE B, 60 INCHES BY 30 INCHES.

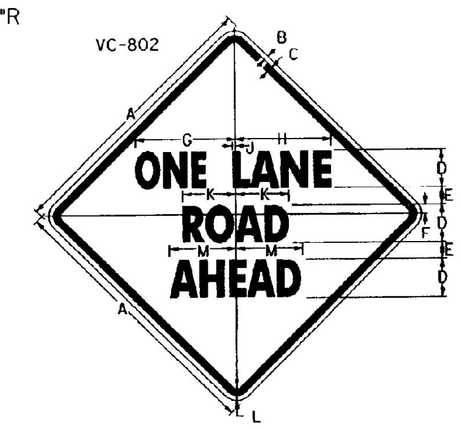


MOBILE OPERATION ON MULTILANE ROAD

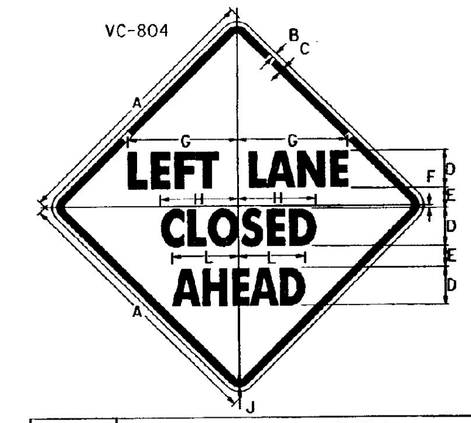
NOTES:

1. VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAGS, SIGN, OR ARROW DISPLAYS.
2. PROTECTION VEHICLE #1 SHOULD BE EQUIPPED WITH AN ARROW DISPLAY. AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON PROTECTION VEHICLE #1 SO AS NOT TO OBSCURE THE ARROW DISPLAY.
3. PROTECTION VEHICLE #2 SHOULD BE EQUIPPED WITH AN ARROW DISPLAY AND TRUCK - MOUNTED ATTENUATOR.
4. PROECTION VEHICLE #1 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
5. WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, PROTECTION VEHICLE #1 SHOULD BE ELIMINATED.
6. ON HIGH - SPEED ROADWAYS, A THIRD PROTECTION VEHICLE SHOULD BE USED - VEHICLE #1 ON THE SHOULDER (IF POSSIBLE), VEHICLE #2 IN THE CLOSED LANE, AND VEHICLE #3 IN THE CLOSED LANE.
7. ARROW DISPLAYS SHALL BE AS A MINIMUM TYPE B, 60 INCHES BY 30 INCHES (FIGURE VI - 9, SECTION 6F - 3).
8. WORK SHOULD NORMALLY BE DONE DURING OFF - PEAK HOURS.

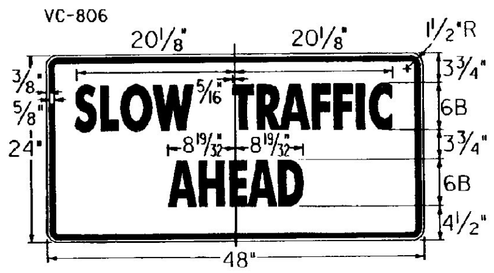


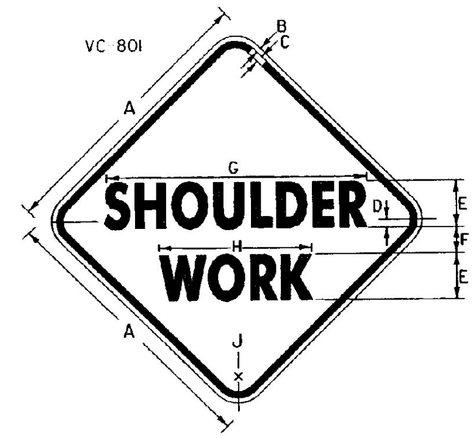


SIGN	DIMENSIONS (INCHES)											
	A	B	C	D	E	F	G	H	J	K	L	M
MIN.	36	5/8	7/8	5C	2 1/4	1 1/4	13 1/8	12 5/8	3/8	7	2 1/4	8 3/4
STD.	48	3/4	1 1/4	7C	3 1/8	1 3/4	18 1/2	17 3/4	1/2	9 11/16	3	13 7/8

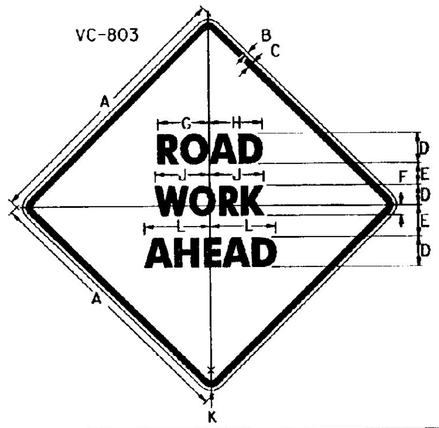


SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	J	K	L
MIN.	36	5/8	7/8	5C	2 3/4	3/8	15 3/4	10 1/4	2 1/4	14 1/2	8 11/16
STD.	48	3/4	1 1/4	6C	3 3/8	1/2	19	12 5/16	3	17 7/16	10 7/8





SIGN	DIMENSIONS (INCHES)								
	A	B	C	D	E	F	G	H	J
2 LANE	36	5/8	7/8	1	5-D	3 1/2	34 15/16	17 29/32	2 1/4
4 LANE	48	3/4	1 1/4	1	7-C	4	38 29/32	20 1/8	3



SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	J	K	L
MIN.	30	1/2	3/4	4D	2 7/8	2 5/8	6 3/4	7	7 3/16	1 7/8	8 11/16
STD.	36	5/8	7/8	5D	3 1/2	3 1/4	8 3/8	8 7/8	9	2 1/4	10 7/8
SPECIAL	48	3/4	1 1/4	7D	4 3/4	4 1/2	11 11/16	12 7/16	12 5/8	3	15 1/2

NOTES:

1. OPTICALLY CENTER SYMBOLS WITHIN SECTIONS UNLESS OTHERWISE NOTED.
2. "VC-9XX" IS THE SIGN CODE NUMBER.
3. MIRROR IMAGES ARE NOT SHOWN BUT CARRY THE SAME CODE NUMBER.
4. THESE SIGN ARE INTENTED FOR GROUND MOUNTING ONLY.
5. OTHER VARIATIONS OF THESE STANDARD DESIGNS ARE DEPICTED IN THE VT SIGN IDENTIFICATION MANUAL. WHEN THEY ARE USED THEY SHOULD BE DESIGNED USING THE DIMENSIONS AND DETAILS SHOWN HERE.

OTHER STDS. REQUIRED:

REVISIONS AND CORRECTIONS

JAN. 26, 1972 - DATE OF ORIGINAL ISSUE
FEB. 29, 1972 - REVISED PER DIRECTION OF THE FEDERAL HIGHWAY ADMINISTRATION
MAY 14, 1974 - REFLECTIVE MATERIAL CHANGE
JUN. 8, 1977 - REFLECTIVE MATERIAL NOTE CHANGE SIGNS REFERENCED TO NUMBERS IN M.U.T.C.D.
AUG. 10, 1977 - PERSON WORKING SIGN CHANGED TO SYMBOL
DEC. 9, 1981 - MINOR SIGN DIMENTION CHANGES.
FEB. 3, 1986 - UPDATED TO 1986 SPECIFICATIONS
AUG. 8, 1995 - UPDATED TO 1993 MUTCD CHAPTER 6

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

APPROVED

Gordon R. MacArthur
DIRECTOR OF ENGINEERING

David A. Ross
TRAFFIC AND SAFETY ENGINEER

TRAFFIC CONTROL FOR TYPICAL MOVING MAINTENANCE OPERATIONS

/traf/std/std10a.dgn : std10a.i

VERMONT AGENCY OF TRANSPORTATION

STANDARD
E-10A