

1. ALL NEW SIGNS SHALL BE INSTALLED ONLY UPON RESOLUTION OF THE BOARD OF SELECTMEN OR ORDER OF THE TRAFFIC AND ROADWAY SAFETY COMMITTEE, AS APPLICABLE.
2. TYPICALLY, SIGNS SHOULD BE ERECTED INDIVIDUALLY ON SEPARATE POSTS EXCEPT WHERE ONE SIGN SUPPLEMENTS ANOTHER OR WHERE DIRECTIONAL SIGNS MUST BE GROUPED. WHEN USING SUPPLEMENTAL SIGNS, DO NOT OVERLAP WITH THE PRIMARY SIGN. WARNING AND REGULATORY SIGNS SHALL NOT BE COMBINED. IF IN DOUBT ABOUT COMBINING SIGNS, CHECK WITH THE TOWN ENGINEER.
3. THE ENTIRE SIGN SHAPE MUST BE VISIBLE.
4. SIGNS SHALL BE LOCATED SO THEY ARE VISIBLE AT NIGHT.
5. SIGNS SHALL BE LOCATED SO THAT THEY DO NOT BLOCK OR OBSCURE OTHER SIGNS.
6. THE OUTER EDGE OF A SIGN SHALL BE OFFSET A MINIMUM OF TWO FEET HORIZONTALLY FROM THE FACE OF CURB. WHERE SIDEWALK IS LESS THAN FIVE FEET WIDE, ONE FOOT FROM FACE OF CURB IS PERMISSIBLE.
7. SIGNS SHALL BE INSTALLED TO PROVIDE 7 FEET OF VERTICAL CLEARANCE ABOVE SIDEWALKS OR ANY LOCATION WHERE PEDESTRIANS MAY BE PRESENT (8 FEET OF VERTICAL CLEARANCE SHALL BE PROVIDED ON DESIGNATED BICYCLE ROUTES).
8. IF NO SIDEWALK IS PRESENT, SIGNS SHALL BE LOCATED SIX FEET FROM THE EDGE OF PAVEMENT, MEASURED FROM OUTER SIGN EDGE.
9. SIGNS MAY BE INSTALLED ON EXISTING STREET LIGHT POLES, TRAFFIC SIGNAL POLES, ETC., USING METRO WING BRACKETS, WHEN APPROPRIATE AND AS APPROVED, TO REDUCE THE NUMBER OF POSTS. SIGNS SHALL NOT BE INSTALLED ON POWER POLES.
10. SIGNS SHALL BE INSTALLED AT APPROXIMATELY A RIGHT ANGLE TO THE TRAFFIC APPROACH DIRECTION. SIGNS SHALL BE TURNED SLIGHTLY AWAY FROM ROAD TO PREVENT "FLASHBACK" OF REFLECTION.
11. UPON COMPLETION OF SIGN INSTALLATION, THE CONTRACTOR AND ENGINEER SHALL INSPECT THE SIGN'S VISIBILITY AND SHALL CHECK THE SIGN'S LOCATION FOR SUFFICIENT ADVANCE WARNING. THIS SHALL BE ACCOMPLISHED BY DRIVING TOWARDS THE SIGN AT A SAFE AND PRUDENT SPEED, OR AT A SPEED NEAR TO THE SPEED LIMIT.
12. STREET SIGNS ARE TO BE MOUNTED ON A 2" X 2" SQUARE GALVANIZED POST. ALL OTHER SIGNS ARE TO BE MOUNTED ON A U-CHANNEL POST.
13. ALL SIGN POSTS MOUNTED IN CONCRETE MUST BE SLEEVED WITH A CAST-IN-PLACE 4" PVC PIPE.
14. PROPOSED SIGN LOCATIONS SHALL BE STAKED IN THE FIELD FOR REVIEW AND APPROVED BY TOWN, PRIOR TO INSTALLATION.
15. ALL PEDESTRIAN CROSSING SIGNAGE SHALL BE FLUORESCENT YELLOW-GREEN (FYG) IN COLOR.
16. BEFORE ANY SIGNS ARE REMOVED OR COVERED, NOTIFICATION SHALL BE GIVEN TO HIGHWAY DIRECTOR OR OPERATIONS MANAGER.
17. ALL MID-BLOCK CROSSWALKS SHALL HAVE BACK-TO-BACK SIGNS WITH APPROPRIATE SUPPLEMENTAL DOWNWARD FACING ARROW.



TOWN OF FRAMINGHAM
DEPARTMENT OF PUBLIC WORKS

**TRAFFIC SIGN INSTALLATION
NOTES**

DATE:
MARCH 2013

REV:
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DETAIL NO.

R-5.7.0