

VIRGINIA DEPARTMENT OF TRANSPORTATION

MOBILITY MANAGEMENT DIVISION

MEMORANDUM

GENERAL SUBJECT: Signing		NUMBER: MM-314
SPECIFIC SUBJECT: Signing for Vertical Clearances of Structures		DATE: February 24, 2003
		SUPERSEDES: TE-244
DIRECTED TO: District Administrators		SIGNATURE: <i>Raymond J. Khoury, P.E.</i>

In order to promote safety, and uniformity in the posting of structure vertical clearances, the following criteria has been developed based on the requirements of Section 46.2-1110 of the *Code of Virginia*, and the federal *Manual on Uniform Traffic Control Devices (MUTCD)*.

Signs shall be installed in accordance with the following chart:

SIGNING FOR VERTICAL CLEARANCES OF STRUCTURES				
ACTUAL VERTICAL CLEARANCE ¹	SIGN LOCATIONS ²			
	SIGN AT STRUCTURE ³	SIGN AT LEAST 1500 FEET IN ADVANCE OF STRUCTURE	SIGN IN ADVANCE OF LAST ALTERNATE ROUTE ^{4, 5, 6, 7, 8}	SIGN 150 FEET (MAX) PAST THE LAST ALTERNATE ROUTE ^{8, 9}
14'-4" to 14'-5"	✓			
13'-6" to 14'-3"	✓	✓	O	O
< 13'-6"	✓	✓	✓	S

- ✓ – Denotes signs **shall** be installed at that location
- S – Denotes signs **should** be installed at that location
- O – Denotes signs **may** be installed at that location

Footnotes:

¹As measured to the nearest inch not exceeding the actual clearance.

²Dual indication of signs may be needed on multi-lane roadways.

³At arched structures or structures under which the clearance varies greatly, two or more signs should be used as necessary on the structure itself to give information as to the clearances over the entire roadway.

⁴Placement distance of the signs in advance of the last alternate route shall be in accordance with Table 2C-4 of the *MUTCD*.

⁵When signing in advance of the last alternate route is at least 1500 feet in advance of the structure, this signing may suffice for the sign required 1500 feet in advance of the structure.

⁶Where the advance alternate route is between the structure and the sign placed at least 1500 feet in advance of the structure, engineering judgment should be used to determine if signs at the last alternate route are needed. Decision to not install signs at the last alternate route for this situation shall be approved by the District Traffic Engineer.

⁷When other roadways exist between the last alternate route and the restricted structure, which may generate traffic that may exceed the height restrictions, consideration should be given to posting additional signs at those intersection locations.

⁸For those structures having actual vertical clearances of 13'-6" to 14'-3", sign installations at these locations may be considered depending upon the amount of truck traffic.

⁹Discretion should be used in determining the effective placement of this sign. It may be desirable in some instances to place signs on the intersecting route approaches in lieu of past the alternate route to assure the signs are effective in alerting drivers to the restriction. On highways where the intersection of the last alternate route is via an interchange, signs should be installed on the alternate route for both directions.

The vertical clearance posted on the signs shall be 3 inches less than the actual vertical clearance. W12-2 signs shall be utilized for indicating the structure vertical clearance except W12-2P signs (rectangular shape) may be used when the signs are mounted on the structure. Advance signs located on the alternate routes shall include the appropriate M6 directional arrow panel (black legend on a yellow background) mounted below the W12-2 sign to indicate the direction of the structure.

All structures not signed in accordance with this memorandum shall be corrected by no later than December 31, 2003 with the following exceptions. Existing signs that are no longer required based on the requirements of this new policy and rectangular warning signs not conforming to the requirements of a W12-2P may remain in place until maintenance replacement time.

DCF/df

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