

1. TRAFFIC CONTROL DEVICES NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VAOT) "STANDARD DRAWINGS" OR THE PROJECT PLANS SHALL BE IN ACCORDANCE WITH THE CURRENT "MANUAL ON TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK, AND THEIR LATEST REVISIONS, (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
2. CONSTRUCTION SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER.
3. DIAMOND SHAPED CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH.
4. CONSTRUCTION SIGN COVERS SHALL CONSIST OF A PANEL, PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT COVERS. THE PANEL SHALL BE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DETERIORATE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL.
5. SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. 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.
6. NO CROSS-BRACING OR BACK-BRACING TO KEEP POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS, COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED.
7. CONSTRUCTION SIGNS INSTALLED ON POSTS SHALL BE SET SECURELY IN THE GROUND ON TWO POSTS. THE BOTTOM OF A SIGN SHALL BE AT LEAST FIVE FEET ABOVE THE EDGE OF PAVEMENT AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT, FOUR FEET OUTSIDE GUARDRAIL, OR TWO FEET OUTSIDE CURBING OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE SIDEWALK OR EDGE OF PAVEMENT, WHICHEVER IS HIGHER.
8. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A MINIMUM OF ONE FOOT ABOVE THE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
9. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
10. ROLL UP CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VI AND TYPE VII UNLESS OTHERWISE NOTED.
11. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VIII OR IX REQUIREMENTS UNLESS OTHERWISE NOTED.
12. WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE AASHTO "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POSTS. WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
13. ROADWAY AND SHOULDER WIDTHS DEPICTED ON THE STANDARD DRAWINGS MAY VARY.
14. THESE STANDARD DRAWINGS ARE INTENDED TO SERVE AS VTRANS STANDARD OPERATING PROCEDURE. IT IS NOTED THAT COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL WORK ZONE MAY BE MODIFIED DUE TO FIELD CONDITIONS AT THE DISCRETION OF THE ENGINEER.

| REV. | DATE | DESCRIPTION |
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| 0 | AUG. 6, 2012 | ORIGINAL APPROVAL |
| 1 | APR. 25, 2016 | INSERTED NOTE 3, UPDATED STANDARD NAME |
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| | | |
| OTHER STANDARDS REQUIRED: NONE | | |
| VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION | | |

TEMPORARY TRAFFIC CONTROL GENERAL NOTES



STANDARD
T-1