

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 UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS" (SHS) PUBLICATION, AND THEIR LATEST REVISIONS, 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. 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. CONSTRUCTION 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 CONSTRUCTION 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. CONSTRUCTION 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 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. ALL PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED. SIGN COVERING SHALL NOT DAMAGE THE RETRO-REFLECTIVITY OF THE SIGN FACE AND THE SIGN COVER SHALL NOT BE ALLOWED TO DETERIORATE FOR THE DURATION IT IS IN PLACE.
14. WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOM OF THE SIGNS ARE ABOVE THE TOP OF GUARDRAIL.
15. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCES, OR CORNER SIGHT DISTANCES FROM DRIVEWAYS AND INTERSECTING ROADS.
16. TRAFFIC SHALL NOT BE CHANGED FROM ONE TRAFFIC PATTERN TO THE NEXT UNTIL ALL MARKINGS AND SIGNING WORK ARE COMPLETED. ANY CONFLICTED MARKINGS AND SIGNS WILL BE COVERED OR REMOVED.
17. THE CONTRACTOR SHALL MAINTAIN ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES PRIOR TO THE START OF CONSTRUCTION.

18. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE IN POSITION TWO WEEKS PRIOR TO WORK STARTING. PCMS SHALL BE INSTALLED UPSTREAM OF THE DECISION POINT. FOR MINOR ACTIONS, POSITION PCMS 500 TO 1,000 FEET UPSTREAM. FOR MAJOR ACTIONS AT A SPEED 40 MPH OR BELOW, POSITION THE PCMS AT LEAST 1,000 FEET UPSTREAM. FOR MAJOR ACTIONS AT A SPEED OF 45 MPH OR GREATER, POSITION THE PCMS AT LEAST ONE MILE UPSTREAM OF THE DECISION POINT.
19. PCMS SHALL BE SET SO THE BOTTOM EDGE IS MINIMUM OF SEVEN FEET ABOVE THE ROADWAY IN URBAN AREAS, AND FIVE FEET ABOVE THE ROADWAY IN RURAL AREAS WHEN IN OPERATING MODE.
20. THE MESSAGES TO BE DISPLAYED SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. MESSAGES SHOULD AVOID REPEATING THOSE COVERED BY STATIC SIGNS. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY.
21. RUNS OF TEMPORARY CONCRETE BARRIER SHALL BE PROPERLY TRANSITIONED (FLARED) ON BOTH ENDS OUTSIDE OF THE CLEAR ZONE OR PROTECTED WITH CRASHWORTHY DEVICES FOR THE OPERATING SPEED THEY WILL BE SUBJECT TO.
22. TEMPORARY CONCRETE BARRIER SIDES EXPOSED TO TRAFFIC ARE TO BE DELINEATED. DELINEATOR COLOR TO MATCH CORRESPONDING TEMPORARY PAVEMENT MARKING COLOR. DELINEATORS SHALL BE MOUNTED EVERY 20 FEET ALONG THE SIDE OF THE TEMPORARY CONCRETE BARRIER EXPOSED TO TRAFFIC.
23. AS THE CONSTRUCTION OPERATIONS MOVES, FLAGGER STATIONS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 500 FEET FROM THE FLAGGER STATION. THE FLAGGER SYMBOL SIGN SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.
24. CONES OR BARRELS SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORKSPACE ALONG ITS ENTIRE LENGTH. VARYING DEVICES SHOULD NOT BE MIXED WITH CHANNELIZATION OR WORK DELINEATION. DRUMS SHOULD BE USED TO CHANNELIZE AND DELINEATE ROAD USER FLOW, WHILE REFLECTORIZED CONES ARE BETTER SUITED TO DELINEATE THE COMMERCIAL AND RESIDENTIAL DRIVES WITHIN A WORK ZONE.
25. WHEN EXISTING PEDESTRIAN FACILITIES (SIDEWALKS AND PATHWAYS) ARE DISRUPTED, CLOSED, OR RELOCATED IN A TEMPORARY TRAFFIC CONTROL ZONE, THE TEMPORARY FACILITIES SHALL BE CONSISTENT WITH THOSE FEATURES PRESENT IN THE EXISTING FACILITY.
26. WHEN SCHOOL IS IN SESSION, SCHOOL BUS STOP AND PEDESTRIAN ACCOMMODATIONS ARE REQUIRED. BUS STOP AND PEDESTRIAN LOCATIONS SHALL BE COORDINATED WITH THE LOCAL SCHOOL TRANSPORTATION COORDINATOR. ADDITIONAL FLAGGERS WILL BE STATIONED AT THESE LOCATIONS DURING TYPICAL MORNING PICK-UP AND AFTERNOON DROP-OFF TIME PERIODS WHILE WORK IS BEING PERFORMED IN THESE AREAS.
27. WHEN EXISTING ROUTE MARKER ASSEMBLIES ARE LOCATED AT THE INTERSECTIONS OR ALONG THE DETOUR ROUTE, THE DETOUR MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES AND THE ROUTE MARKER ASSEMBLY THAT CONFLICTS WITH THE DETOUR ROUTE SHALL BE COVERED. DETOUR ROUTE CONFIRMATION ROUTE MARKERS SHALL BE INSTALLED IMMEDIATELY FOLLOWING EACH TURN AND AT ALL LOCATIONS ALONG THE DETOUR ROUTE WHERE ROUTE MARKERS EXIST FOR THE PARENT ROUTE. ALSO, ROUTE CONFIRMATION FOLLOW-UP SIGNS SHALL BE INSTALLED EVERY ONE TO TWO MILES ALONG THE DETOUR ROUTE IN BOTH DIRECTIONS OF TRAVEL TO LEAD MOTORIST FROM ONE END OF THE DETOUR TO THE OTHER.
28. WHEN LANE WIDTHS ARE REDUCED TO BELOW 11 FEET, VT DMV SHALL BE NOTICED TO REROUTE SUPER LOAD PERMITS. THIS SHOULD BE DONE AT LEAST 15 DAYS BEFORE THE LANE WIDTH REDUCTION TO ENSURE COMPLIANCE. WHEN LANE WIDTH IS REDUCED, FLAGGERS SHALL HOLD BICYCLISTS TO THE END OF THE QUEUE TO PREVENT THEM FROM COMPETING FOR SPACE WITH VEHICLES.
29. ROADWAY AND SHOULDER WIDTHS DEPICTED ON THE STANDARD DRAWINGS MAY VARY.
30. 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
0	AUG.6, 2012	ORIGINAL APPROVAL
1	APR.25, 2016	INSERTED NOTE 3, UPDATED STANDARD NAME
2	JUN. 24, 2025	NOTE UPDATES
3	JULY 22, 2026	NOTE UPDATES
OTHER STANDARDS REQUIRED: NONE		
APPROVALS ON FILE WITH VTRANS STANDARD DRAWING COMMITTEE		

TEMPORARY TRAFFIC CONTROL GENERAL NOTES



STANDARD T-1