

Typical Traffic Control
Operation on a Shoulder
(Figure TTC-4.1)

NOTES

work (more than 3 days) on divided highways having a median wider than sides of the roadway shall be required as shown (ROAD WORK AHEAD) signs shall be placed in advance of the work zone to allow maximum possible sight distance in advance of the flagger station and transition, based on the posted speed limit and at least equal to or greater than the values in Table 6E1-3. Generally speaking, motorists should have a clear line of sight from the graphic flagger symbol sign to the flagger.

1. When Right-of-Way or geometric conditions prevent the use of 48" x 48" signs, 36" x 36" signs may be used.

2. Flagger stations shall be located far enough in advance of the work space to permit approaching traffic to reduce speed and/or stop before passing the work space and allow sufficient distance for departing traffic in the left lane to return to the right lane before reaching opposing traffic (see Table 6E1-3 for minimum distances).

3. All flaggers shall be state certified and have their certification card in their possession when performing flagging duties (see Section 6E.01, Qualifications for Flaggers).

4. Cone spacing shall be based on the posted speed and the values in Table 6E1-4 on Page 6E1-6.

5. A shadow vehicle with at least one high intensity amber rotating, flashing, or oscillating light shall be parked 80'-120' in advance of the first work crew.

6. Supplemental flagger may be required in this area to allow advance warning of the operation ahead by allowing approaching traffic prior to reaching the flagger station or queued traffic.

7. If the queue of traffic reaches the BE PREPARED TO STOP (W3-4) sign, then the signs should be reconfigured at greater distances.

8. When a highway-rail crossing exists within or upstream of the transition area and it is anticipated that temporary traffic control zone should be established that the highway-rail grade crossing, the crossing (see Figure TTC-56 for additional information on highway-rail crossings).

Standard:

11. At night, flagger stations shall be illuminated, except in emergencies (see Section 6E.08).

Option:

12. Cones may be eliminated when using a mild vehicle operation or when the road roadway width is 20 feet or less.

13. For low-volume situations with short work zones on straight roadways where the flagger is visible to approaching traffic from both directions, cones may be used (see Chapter 6E).

Standard:

14. When used, three portable temporary rumble (PTRS) strips shall be installed across the entire travel lane adjacent to the BE PREPARED TO STOP (W3-4) sign. The portable temporary rumble strips shall be monitored and adjusted as necessary during the work shift to ensure proper placement in the roadway.

Option:

15. When the temporary traffic control zone, additional placed as needed.

As shown in Table 6E1-3 on Page 6E1-5 for the posted speed limit.

(TMA) shall be used on the shadow vehicle on Limited Access

ways with posted speed limit equal to or greater than 45 mph for

more than 60 minutes.

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When the temporary traffic control zone, additional

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Typical Traffic Control
Lane Closure on a Two-Lane Roadway Using Flaggers
(Figure TTC-23.1)

NOTES

Guidance:

1. Sign spacing distances should be 350'-500' where the posted speed limit is 45 mph or less, and 500'-800' where the posted speed limit is greater than 45 mph.

2. Cones should be placed in advance of the work zone to allow maximum possible sight distance in advance of the flagger station and transition, based on the posted speed limit and at least equal to or greater than the values in Table 6E1-3. Generally speaking, motorists should have a clear line of sight from the graphic flagger symbol sign to the flagger.

3. When Right-of-Way or geometric conditions prevent the use of 48" x 48" signs, 36" x 36" signs may be used.

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Standard:

14. When approved for use, three portable temporary rumble (PTRS) strips shall be installed across the entire travel lane adjacent to the BE PREPARED TO STOP (W3-4) sign. The portable temporary rumble strips shall be monitored and adjusted as necessary during the work shift to ensure proper placement in the roadway.

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NOTES:

1. ALL WORK ZONES SHALL BE IN COMPLIANCE WITH THE 2011 VIRGINIA WORK AREA PROTECTION MANUAL.
2. THIS PROJECT WILL REQUIRE A PRECONSTRUCTION MEETING WITH THE TOWN OF VINTON. AT THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL ADVISE HIS MOST TRAFFIC INCLUDES THE HANDLING OF TWO WAY TRAFFIC DURING HIGH SCHOOL DEPARTURE.
3. ADVANCED WARNING SIGNS FOR A LANE CLOSURE SHALL BE PROVIDED IN EACH DIRECTION AFFECTING TRAFFIC FLOW. SIGNS SHALL BE MOUNTED ON VDOT APPROVED FLEXIBLE, WIND RESISTANT STANDS AT A MINIMUM, THESE SIGNS SHALL INCLUDE PROPOSED SIGN REVISIONS IN THE PROPOSED TRAFFIC CONTROL (TTC) LAYOUTS FROM THE 2011 VIRGINIA WORK AREA PROTECTION MANUAL.
4. THE TOWN AND THE CONTRACTOR MUST ADHERE TO THE REQUIREMENTS OF VDOT ROAD AND BRIDGE SPECIFICATIONS, SPECIFICALLY, SECTIONS 105.07 (CONSTRUCTION OF CONTRACTORS), AND 105.09 (COOPERATION AMONG CONTRACTORS).

CONTRACT NUMBERS:
TOWN OF VINTON: (540) 983-0646 (BO HENDON)

CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING AND REINSTALLING ALL HIGHWAY SIGNS THAT ARE IN CONFLICT WITH THE PROPOSED WATERLINE.

GROUP 2 CHANNELIZING DEVICES SHALL DELINEATE ALL WORK AREAS LOCATED WITHIN THE WORK ZONE. CHANNELIZING DEVICES SHALL BE MAINTAINED AT A MINIMUM TO ELIMINATE DROP-OFFS RESULTING FROM EXCAVATION WITHIN THE CLEAR ZONE.

ALL AREAS EXCAVATED BELOW THE PAVEMENT SURFACE AND LOCATED WITHIN THE CLEAR ZONE AND NOT PROTECTED BY A POSITIVE BARRIER SHALL BE BACKFILLED AT THE CONCLUSION OF EACH WORK DAY.

ALL CONSTRUCTION EQUIPMENT MUST BE REMOVED FROM THE CLEAR ZONE OR PROTECTED DURING NON WORK HOURS IN ACCORDANCE WITH THE 2011 WORK AREA PROTECTION MANUAL.

24VAC30-151-90 HOURS AND DAYS WORK AUTHORIZED: HOLIDAY SCHEDULE NORMAL HOURS FOR WORK UNDER THE AUTHORITY OF A PERMIT, SINGLE USE OR DISTRICTWIDE, ARE FROM 9 A.M. TO 3:30 P.M. MONDAY THROUGH FRIDAY FOR ALL HIGHWAYS CLASSIFIED AS ARTERIAL OR COLLECTOR. ALL HIGHWAYS CLASSIFIED AS LOCAL ROADS WILL HAVE UNRESTRICTED WORK HOURS AND DAYS.

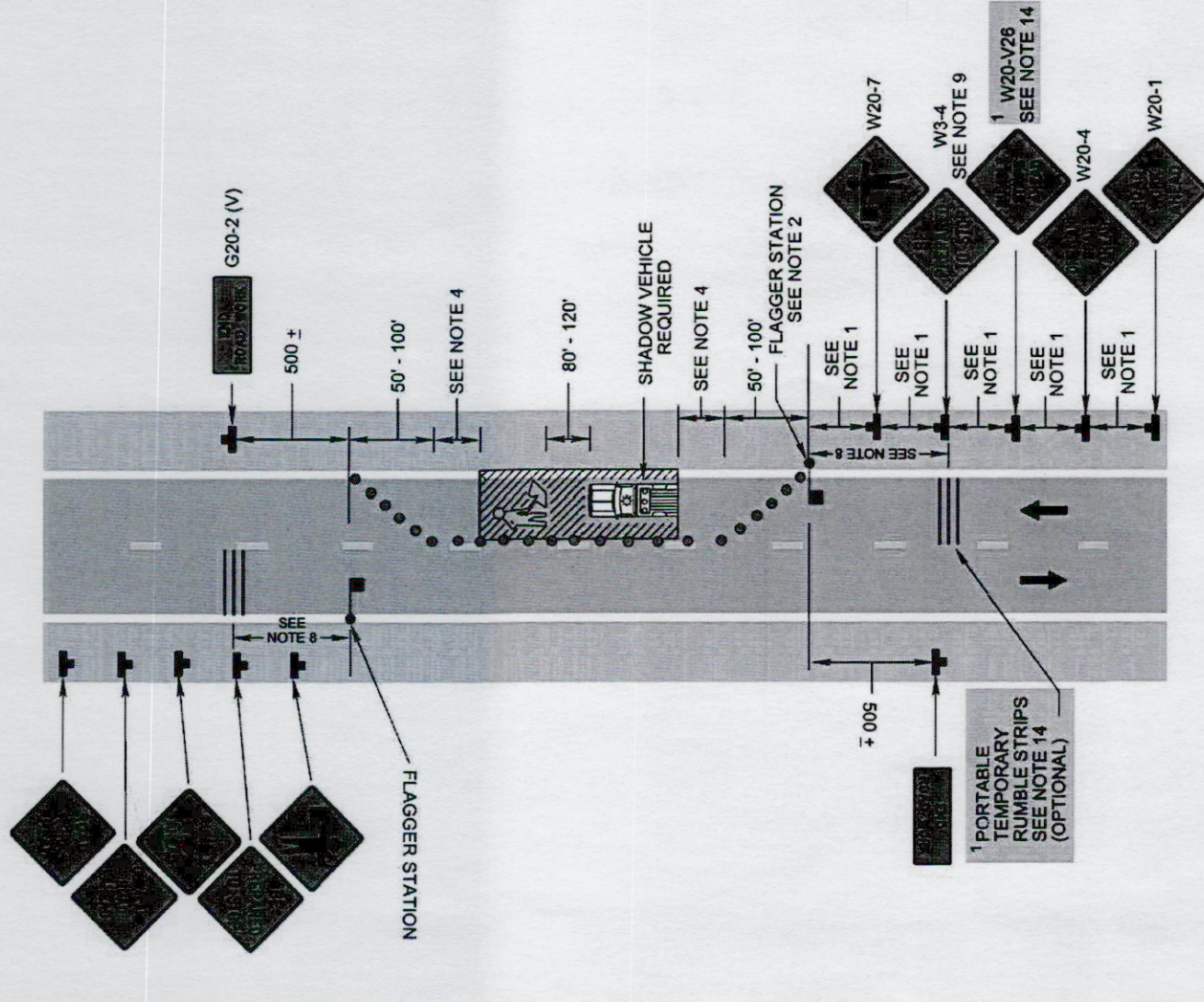
PERMITTED NONEMERGENCY WORK WILL NOT BE ALLOWED ON ARTERIAL AND COLLECTOR HIGHWAY CLASSIFICATIONS FROM NOON ON THE PRECEDING WEEKDAY THROUGH THE FOLLOWING STATE OBSERVED HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY.

IF THE OBSERVED HOLIDAY FALLS ON A MONDAY, THE PERMIT WILL NOT BE VALID FROM NOON ON THE PRECEDING FRIDAY THROUGH NOON ON TUESDAY. THE DISTRICT ADMINISTRATOR'S DESIGNEE AT ESTABLISH ALTERNATE TIME RESTRICTIONS IN NORMAL WORKING HOURS AND DAYS FOR SINGLE USE PERMITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING ALTERNATE TIME RESTRICTIONS IN NORMAL WORKING HOURS AND DAYS FOR DISTRICTWIDE PERMITS.

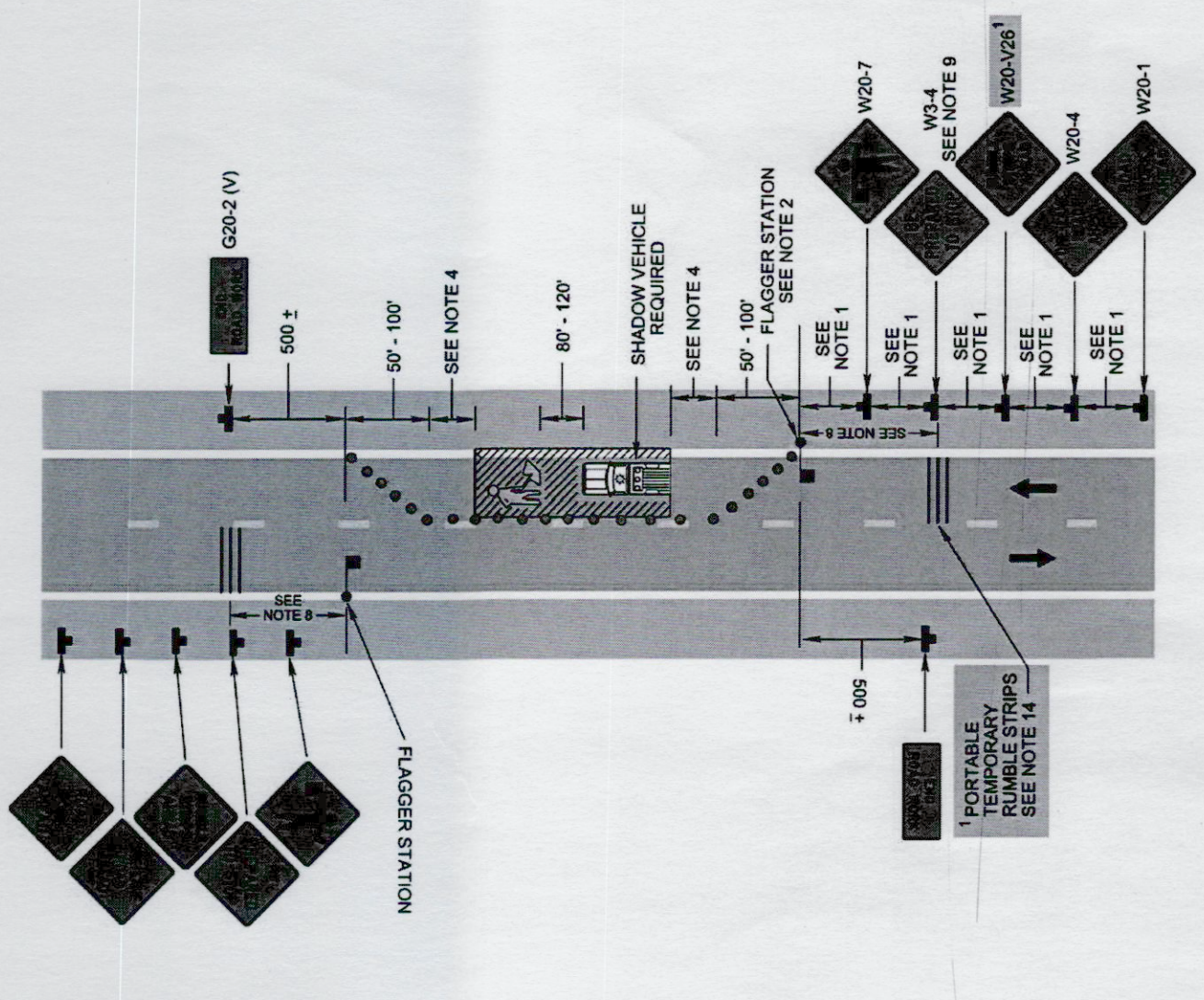
NOTE:

VDOT LAND USE PERMIT REQUIREMENTS, SPECIAL NOTES, STANDARDS, AND SPECIFICATIONS SHALL TAKE PRECEDENCE OVER NON-VDOT NOTES THAT ARE IN OPPOSITION TO THE VDOT REQUIREMENTS, NOTES, STANDARDS, AND SPECIFICATIONS.

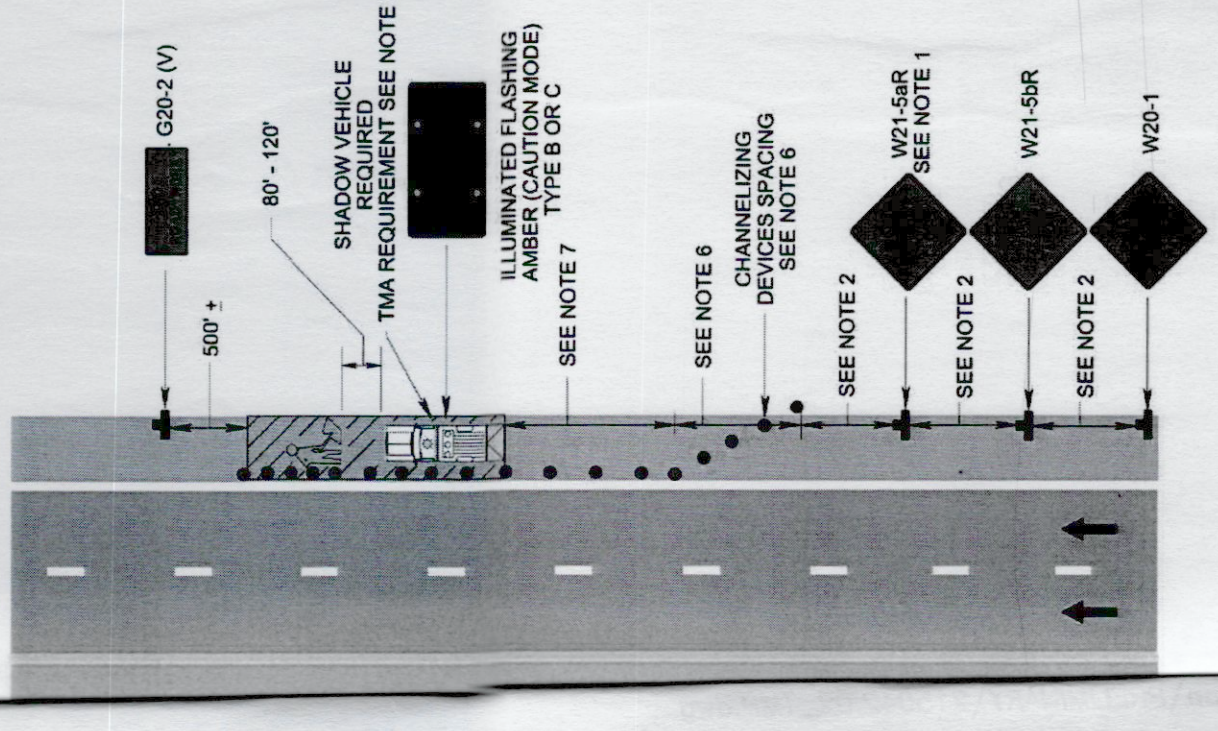
Lane Closure on a Two-Lane Roadway Using Flaggers
(Figure TTC-23.1)



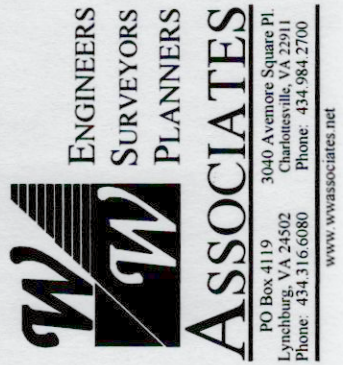
Lane Closure on a Two-Lane Roadway Using Flaggers
(Figure TTC-23.1)



Temporary Operation on a Shoulder
(Figure TTC-4.1)



DESIGNED BY: JMF	PROJECT: CLEVELAND AVENUE WATER LINE IMPROVEMENTS TOWN OF VINTON, VIRGINIA	SET REV. NO. —
DRAWN BY: TOW	TITLE: LANE CLOSURE DETAILS AND NOTES	DRAWING NUMBER: C-8
DHR BY: JAC	FILE NAME: 215042.02_TMP.dwg	SHEET NUMBER: 8 of 8
WVA NUMBER: 215042.02	DISCIPLINE: CIVIL	DATE: 7-24-15
SCALE: H:AS SHOWN V: N/A		



PRELIMINARY
NOT FOR CONSTRUCTION