Typical Traffic Control

Lane Closure on a Two-Lane Roadway Using Flaggers

(Figure TTC-23.0)

NOTES

Guidance:

1. *Sign spacing distance 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. *Care should be exercised when establishing the limits of the work zone to insure 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 6H-3. Generally speaking, motorists should have a clear line of sight from the graphic flagger symbol sign to the flagger.*

Option:

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

Standard:

4. **Flagging 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 6H-3 on Page 6H-5).**
5. **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).**
6. **Cone spacing shall be at the following:**

Location	Posted Speed Limit (mph)	
	0 – 35	36 +
Transition Spacing	20'	40'
Travelway Spacing	40'	80'

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

Option:

8. A supplemental flagger may be required in this area to give advance warning of the operation ahead by slowing approaching traffic prior to reaching the flagger station or queued traffic.

Guidance:

9. *If the queue of traffic reaches the BE PREPARED TO STOP (W3-4) sign, then the signs should be readjusted at greater distances.*
10. *When a highway-rail crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the highway-rail grade crossing, the temporary traffic control zone should be extended so that the transition area precedes the highway-rail crossing (see Figure TTC-56 for additional information on highway-rail crossings).*

Standard:

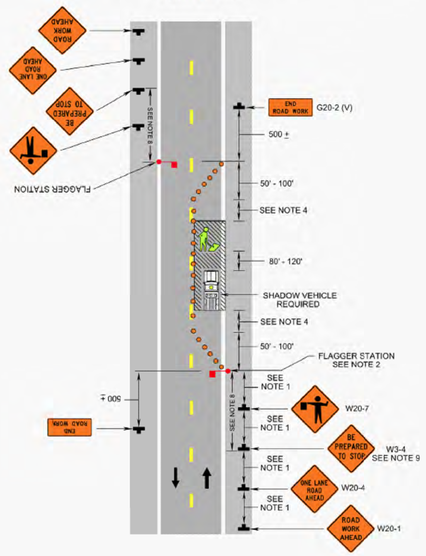
11. **At night, flagger stations shall be illuminated, except in emergencies (see Section 6E.08).**

Option:

12. Cones may be eliminated when using a pilot vehicle operation or when the total 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 road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6E).

Lane Closure on a Two-Lane Roadway Using Flaggers

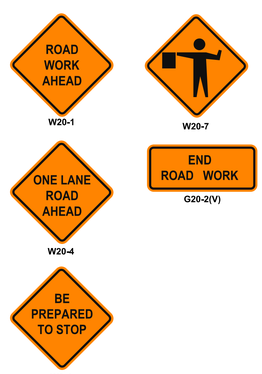
(Figure TTC-23.0)



LEGEND:

- SIGN
- GROUP II CHANNELIZATION DEVICE
- TRAFFIC DIRECTION
- FLAGGER STATION
- WORK ZONE (SEE NOTE 3)
- TRANSITION STATION SITE LOCATION
- SHADOW VEHICLE

SIGN LEGEND



TRAFFIC CONTROL NARRATIVE

1. ENSURE WORK ZONE LIMIT SIGNS ARE INSTALLED.
2. INSTALL TEMPORARY TRAFFIC SIGNS.
3. PERFORM REQUIRED WORK WITHIN THE AREA AND CONSTRUCT ENTRANCE AND CULVERTS AS SHOWN ON SHEETS 5, 6 & 7.
4. MAINTAIN ACCESS TO EXISTING ENTRANCES DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH PRIVATE RESIDENTS TO ENSURE THAT TRAFFIC IS UNIMPEDED BY CONSTRUCTION.
5. ENTRANCE CONSTRUCTION WILL BE PERFORMED IN ACCORDANCE WITH THE TIME AND RESTRICTIONS LISTED WITHIN THE GENERAL NOTES. ALL OTHER ACTIVITIES SHALL BE PERFORMED BETWEEN THE HOURS OF 9:30 A.M. AND 3:30 P.M.
6. REFER TO SHEET 10 FOR VDOT STANDARD NOTES.
7. FLAGGER AT THE TERMINUS OF PINETOP LANE MAY BE REQUIRED DURING CULVERT INSTALLATION.
8. TRAFFIC CONTROL SIGNAGE ALONG PRIVATE ACCESS ROADS SHALL BE OPTIONAL AND REQUIRE COORDINATION WITH PRIVATE RESIDENTS UPON REQUEST.

PROBABLE SEQUENCE OF CONSTRUCTION

A. IMPLEMENT TRAFFIC CONTROL PLAN, INCLUDING SITE PREPRATION, PER THIS TRAFFIC CONTROL PLAN. TRAFFIC CONTROL SHALL BE SET PER TTC-23.0 (LANE CLOSURE ON A TWO-LANE ROADWAY USING FLAGGER). ANY SITE PREPARATION ACTIVITIES SHALL BE PERFORMED UNDER TEMPORARY LANE CLOSURES IN ACCORDANCE WITH THE LATEST VIRGINIA WORK AREA PROTECTION MANUAL. SITE PREPARATION ACTIVITIES WILL BE PERFORMED BETWEEN THE HOURS OF 9:30AM AND 3:30PM MONDAY THROUGH FRIDAY, 7:00AM AND 7:00PM SATURDAY, AND 9:00AM AND 7:00PM SUNDAY.

B. CONTRACTOR SHALL PERFORM WORK ALONG THE SHOULDER OF STATE ROUTE 3 (GREYS POINT ROAD) AS DEPICTED ON THE PLANS.

C. REMOVE TEMPORARY TRAFFIC CONTROL MEASURES AND RESTORE THE AREA TO THE PRE-CONSTRUCTION CONDITION.

Geosyntec consultants
Professional Engineer Registration

COMMONWEALTH OF VIRGINIA
Kyle E. LaClair
KYLE E. LaCLAIR
Lic. No. 039540
7.9.18
PROFESSIONAL ENGINEER

Dominion Energy

TEMPORARY TRAFFIC CONTROL PLAN
GREYS POINT TRANSITION STATION
MIDDLESEX COUNTY, VIRGINIA

	Name	Date	Project No.	Sheet No.
Designed by:	GEO	07/09/18	00-0000	11 OF 21
Approvals	SRB	07/09/18	Scale	
Approvals			1" = 200'	
		B/M No.	Revisions	

Cad File Name 1552011a.dgn
PLOTTED: $$$$$$$$$$$$SYTIME
Drawing No. 1552-011

border.dgn
PLOTTED: $$$$$$$$$$$$SYTIME
$USERNAME$

No.	Date	By	Description	Project Number B/M
		Checked/Appr.		

Revisions

$USERNAME$

Typical Drawing Information	Library Location	Cell Name	B/M Assembly	Pipe Stand Foundation Cells (Pier)	Pipe Stand Foundation Cells (Spread)	Foundation Cells for Other Typical Structures (Pier)	(Spread)	Steel Detail & Assembly