SEQUENCE OF CONSTRUCTION AND TRAFFIC CONTROL NARRATIVE

- . INSTALL TEMPORARY EROSION AND SEDIMENT CONTROLS.
- INSTALL TEMPORARY TRAFFIC CONTROL SIGNAGE DAILY. TEMPORARY TRAFFIC CONTROLS SHALL BE LOCATED PER THE NOTES AND DETAILS ON THIS SHEET AND THE VIRGINIA WORK AREA PROTECTION MANUAL.
- DLACE FLAGMEN OR SPOTTERS AS NECESSARY AND INSTALL TRAFFIC CONTROL BARRELS/CONES DAILY. FLAGMEN SHALL BE PLACED AS SHOWN ON THE NOTES AND DETAILS ON THIS SHEET.
- 4. CONDUCT UTILITY CONSTRUCTION ACTIVITY PER THE PLANS AND SPECIFICATIONS.
- DRESS DISTURBED VEGETATED AREAS DAILY AND PROVIDE TEMPORARY OR PERMANENT SEED AND MULCH.
- 6. REMOVE EQUIPMENT FROM ROAD RIGHT-OF-WAYS AT THE END OF EACH WORK DAY.
- . REMOVE TRAFFIC CONTROL BARRELS, CONES, AND FLAGMEN AT THE END OF EACH WORK DAY.
- RELOCATE FLAGMEN AND TEMPORARY TRAFFIC CONTROLS EACH WORK DAY AS WORK PROGRESSES, PER THE NOTES AND DETAILS ON THIS SHEET.
- 16. REMOVE TEMPORARY TRAFFIC CONTROL SIGNAGE.

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TYPICAL TRAFFIC CONTROL Flagging Operation On Two-Lane Road (Figure TTC-18.0) **NOTES**

- 1. Sign spacing distance should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.
- 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 Appendix A, Page A-8.
- 3. Where Right-of-Way or geometric conditions prevent the use of 48" x 48" signs, 36" x 36" signs may be
- 4. Flagging stations shall be located far enough in advance of the work zone to permit approaching traffic to reduce speed and/or stop before passing the work zone and allow sufficient distance for departing traffic in the left lane to return to the right lane before reaching opposing traffic (see Table 6H-4.0 on page 6H-4).
- 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	Speed (mph)
	0-35 36+
Transition Spacing	20' 40'
Travelway Spacing	40' 80'

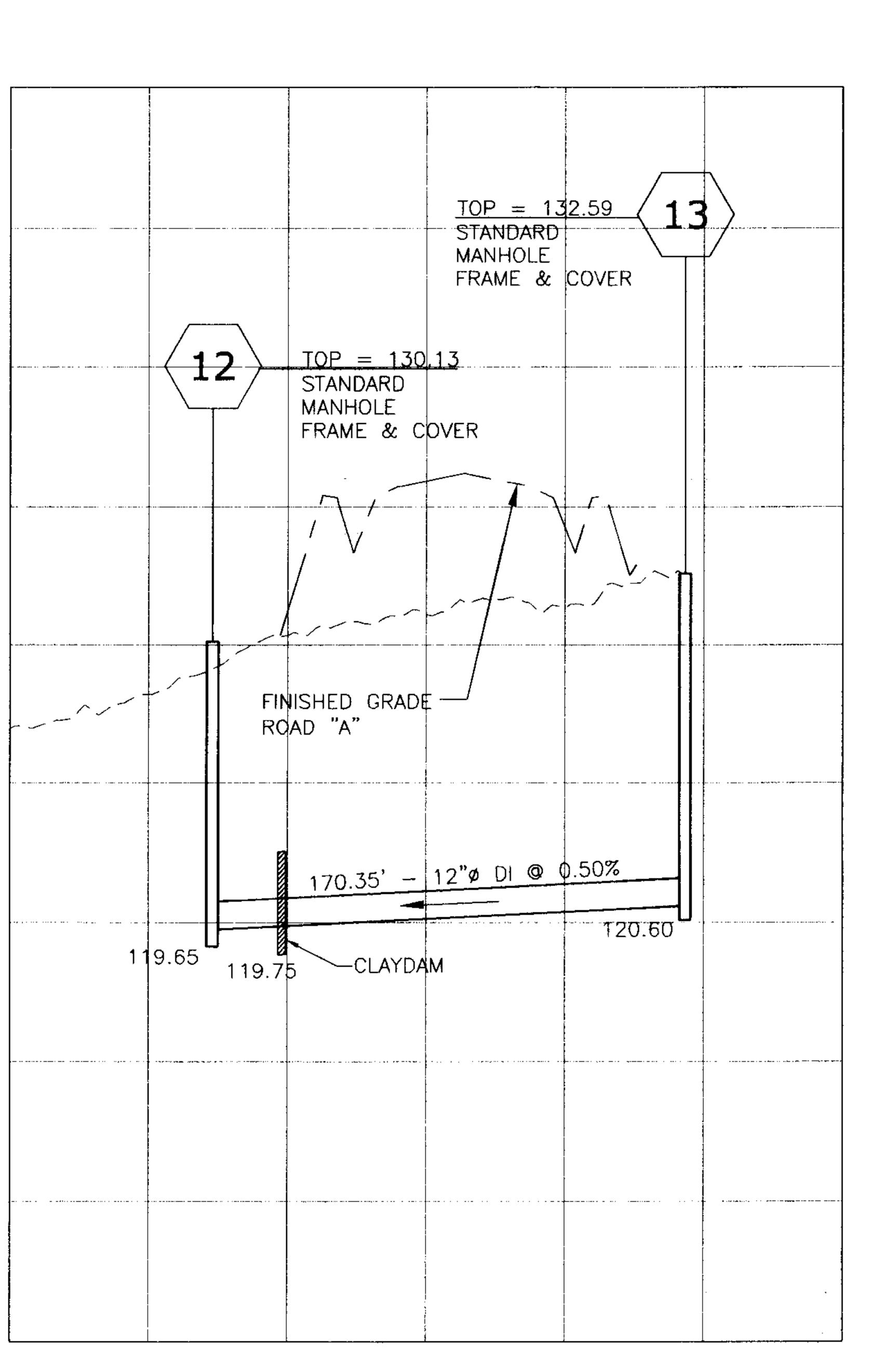
. A shadow vehicle with at least one high intensity rotating, oscillating, or amber strobe light shall be parked 50'-100' in advance of the first work crew.

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.

- 9. If the queue of traffic reaches the "BE PREPARED TO STOP" 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-39.0 for additional information on highway-rail crossings).

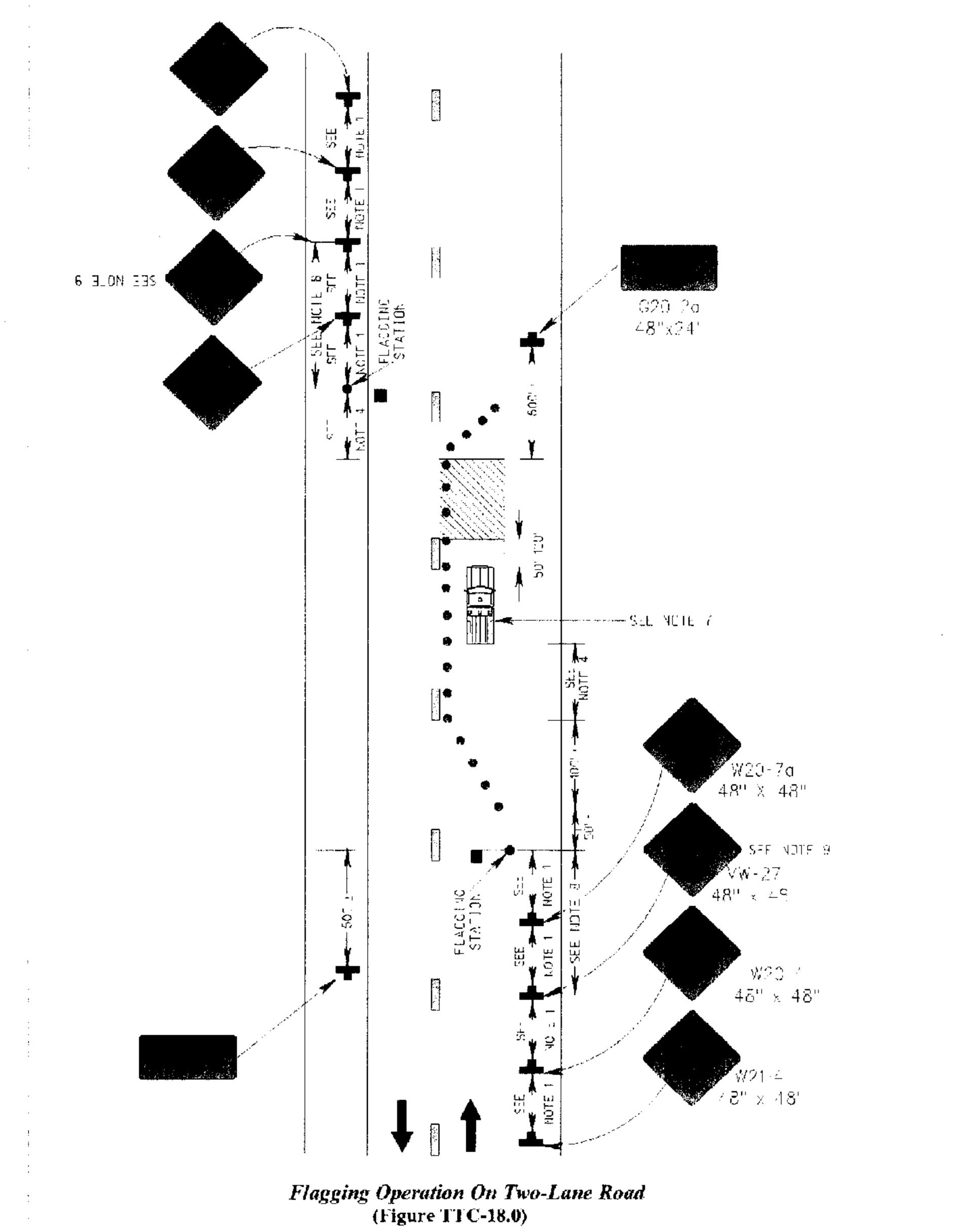
11. At night, flagger stations shall be illuminated, except in emergencies.

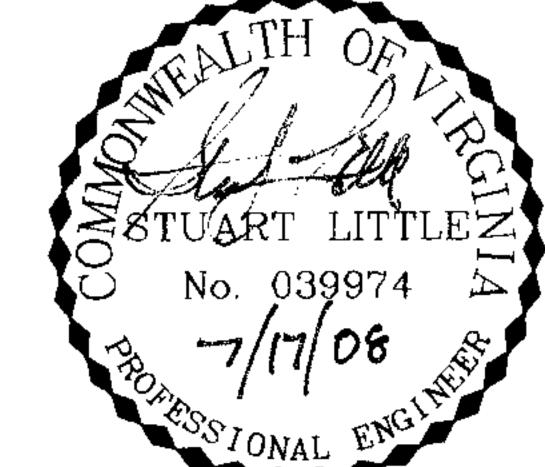
- 12. Cones may be eliminated when using a pilot vehicle operation or when the total roadway width is 20 feet or
- 13. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6E).



GRAVITY SEWER PROFILE

VERT. SCALE: 1" = 5' HORZ. SCALE: 1'' = 50' May 2005 Page 6H-41





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