

1. If the ADT is 1000 or more and could present a problem with peak-hour traffic backup;
2. If there are pipes larger than 48" in diameter;
3. If there are double lines of 24" pipe or larger.
4. If there are major drainage structures.

A simple sequence with "time" restrictions may read:

"Traffic is to be maintained throughout the project on the present road or on the grade where the present road is to be raised or lowered with a minimum lane width of \_\_\_\_\_. Two-way traffic is to be maintained between the hours of \_\_\_\_\_:\_\_\_\_\_ a.m. to \_\_\_\_\_:\_\_\_\_\_ p.m. weekdays, and at all times on Saturdays, Sundays and Holidays, unless otherwise directed by the Engineer."

- C. A more in depth sequence or an off-site detour may be required in situations where neither of the simple sequences listed above are appropriate. This may require a step by step description of the sequence.

When construction operations are scheduled to take place adjacent to passing traffic, a clear zone should be called for in the plans between the work and the passing traffic. Under most conditions, positive barriers or time restrictions are justified.

#### **ITEMS TO BE ADDRESSED UNDER MAINTENANCE OF TRAFFIC INCLUDE:**

Access to adjacent residential and commercial properties should be maintained at all times. Temporary traffic control plans and sequence of construction notes should reflect this policy and emphasize the requirement at fire stations, emergency rooms and other emergency facilities. Section 105 of the [Road and Bridge Specifications](#) specifies that entrances shall be maintained.

Asphalt medians: Temporary medians should be considered where construction creates situations with new traffic patterns for motorists. This channelizing will provide improved safety by forming a positive separation of opposing traffic.

Concrete\* Barrier, attenuator service and truck mounted attenuator guidelines and standards are contained in the Construction Zone Safety IIM-LD-93. [Standards/Special Design Section](#) will be contacted to design the Impact Attenuators. The location of drums, barriers, or barricades, as means of channelizing traffic, shall be detailed in the temporary traffic control plans when special conditions exist. Concrete barrier and Channelizing devices requirements are addressed in the [Virginia Work Area Protection Manual](#). Concrete barrier placement is important. There will be instances when construction access in runs of traffic barrier service will be necessary for the contractor to access materials and equipment. These locations should be reviewed to determine if attenuators or a transition is needed. Runs of traffic barrier should be properly transitioned on either end, in the clear zone, as indicated in the [Virginia Work Area Protection Manual](#), for the operating speed during construction. For additional information see Appendix I.

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\* Rev. 11/15