Part VI of the Virginia Supplement was modified and reproduced as a separate publication, *Virginia Work Area Protection Manual*. Location and Design is responsible for the design of the facilities (except bridges) to accommodate the traffic.

The stopping of public traffic by a flagger or any other means should be avoided where possible and should be approved by the District *Engineer/Administrator. Designs that provide for constant movement around an obstruction in the roadway, even if it is slow, are more acceptable and are less irritating to drivers than requiring them to stop. Construction operations frequently create the need for adjustments in traffic patterns including the shifting of lanes.

Splitting traffic in the same direction on both sides of construction is not acceptable. The minimum taper length for lane transitions in construction areas can be computed by a formula found in the MUTCD. Various configurations are illustrated in the MUTCD and should be used in developing temporary traffic control plans.

Designed shifts in traffic flows are to conform to the geometrics shown in the standards for detours (Standard GS-10) and/or as indicated in the "Safety Guidelines for Construction Zones" (See IIM-LD-93).

Depending on various project conditions, the Traffic Engineering Division may recommend one of the following methods of maintaining traffic for a project.

A.   Under the following circumstances a <u>simple sequence</u> would normally be used:

1. If the Average Daily Traffic volume (ADT) is 1000 or less.
2. If there are no pipes that are 48" or greater in diameter.
3. If there are no double lines of 24"pipe or greater.
4. If there are no major drainage structures.
5. If no major off-site detours are required.
6. If there are no major utility relocations required.

A simple sequence 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. Short periods of one-way, flag controlled traffic may be allowed at the option of the Engineer."

B.   Under the following conditions a <u>simple sequence requiring time restrictions</u> should be considered, but keep in mind that these are only meant to be used as general guidelines. Time restrictions may not be necessary in all of the following situations:

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* Rev. 7/15