

Traffic Control

Making Virginia's Roadways Safer for All

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Traffic Control

- Things to Cover
 - Checklist before leaving the shop
 - What is required
 - Time it takes to set up closures
 - Differences between types of roadways

Traffic Control - Before Leaving The Shop

- Go over the traffic control plans
- Make a checklist of what is required for the closure
- Pre-Trip Inspection: Ensure all equipment is functioning properly and all traffic control devices are loaded
- Make sure every crew member is equipped with all required PPE
 - Hard Hats, Class 3 Vests and Pants, Safety Glasses, Boots
- Call the District TOC

Traffic Control - What Is Required

Older schedules required at least 1 person who had VDOT's Intermediate Work Zone TTC Training or ATSSA's Traffic Control Supervisor Certification be on site.

2016 - Requires at least one person on the project site during all work operations who is currently verified either by the VDOT's Basic or Intermediate Work Zone Traffic Control training, or by the ATSSA VA Intermediate Traffic Control Supervisor (TCS)

- VDOT Intermediate Work Zone Traffic Control trained person or an ATSSA VA Intermediate TCS can oversee multiple/separate work locations but shall be on site within 60 minutes of notification to oversee changes made to TTC

- Specific TTC Requirement and TTC Devices
- Each TTC Device shall be NCHRP-350 crash tested approved by VDOT

Traffic Control - Signs

- SIGNS
 - Signs shall be retroreflective and be visible both day and night



Traffic Control - Signs

- SIGNS

- For a temporary traffic control set up, advanced warning signs can only be roll-up or coroplast

- Sign Spacing

- Urban Street: 100'-350' (depending on layout of the road)
- 45 MPH or Less: 350'-500'
- 45 MPH or Greater: 500'-800'
- Interstate (LAH): 1300'-1500'

- On any divided highway or interstate that has an 8' or greater median, the roadway shall be double signed

Traffic Control - Channelizing Devices

- CHANNELIZING DEVICES - Cones & Barrels
 - Must have retroreflective prismatic lense sheeting
 - Cones can be used on Tapers during daytime hours, but Barrels must be used on Tapers that occur 30 minutes before or after darkness
 - Once the Taper is complete, Cones can be used in the Buffer Area, the Work Area, and the Termination Area
 - Taper lengths are based off of the MPH and width of the roadways
 - Taper and Buffer lengths can be found P. 6H-5 in the WAPM
 - Interstates have a minimum taper of 1000'

Traffic Control - Arrow Boards

- ARROW BOARDS

- Anytime a lane is being closed on a 4 Lane or greater roadway, an Arrow Board is required
- If at all possible, the Arrow Board should be fully placed in the shoulder of the roadway.
- If the shoulder is 8' wide or greater, a shoulder taper of $\frac{1}{3}$ the length of the closure taper shall be placed in advance of the Arrow Board

Traffic Control - Message Boards

- MESSAGE BOARDS

- Based on the contract, Message Boards may be required on a project
- Message Boards are placed at least 2 miles prior to the work zone
- Message Boards shall have a 4 barrel shoulder taper proceeding them

Traffic Control - TMAs

- TMAs
 - TMAs are required for any job where the posted speed limit is 45 MPH or greater
 - TMAs must have retroreflective signage and chevron sheeting on the cushion



Traffic Control - The Time It Takes

- Traffic Control Crews should arrive at the work zone at least an hour before work begins
- Advanced Warning Signs can be placed up to 30 minutes prior to the start of work

Traffic Control - The Time It Takes

- Expected times to set up different closures...
 - Flagging Operation: 10-20 Minutes
 - Single Lane Closure: 20-30 Minutes
 - Multi-Lane Closure: 25-35 Minutes
 - Single Lane Closure (Interstate): 25-35 Minutes
 - Multi-Lane Closure (Interstate): 35-60 Minutes
- The times will vary based on if Exit Ramps or Detours are involved

Traffic Control - Different Roadways

- The three main types of roadways are Interstates, Divided Highways, and Two Lane Roads
 - Each of the three present varying difficulties
 - The key is to know the road well and have a plan in place before setting out the closure
 - The goal is to have a work zone that is the safest possible for both the workers and the traveling public

Traffic Control - Common Issues

- COMMON ISSUES

- A lack of communication between the Project Manager, the Inspector, and the Traffic Control Supervisor
 - Always be in touch before leaving the shop to ensure everyone is on the same page for that shift's work
- Not bringing enough or the right equipment
 - Always bring extra Cones/Barrels, Sign Stands, and Signs, especially ROAD WORK AHEAD
 - For Interstate work, always bring extra EXIT and YIELD signs

Questions?