

2011 Virginia Work Area Protection Manual Revision 2

Frequently Asked Questions, Discrepancies Found and Reminders

Flagging Operations

- 1. Change to VDOT's Acceptable Flagger certifications:** *Beginning Jan. 1, 2025 the VDOT (self-certification) 2 year flagger certification program will be discontinued, however, all certifications received prior to this date will be honored. Effective December 2023, VDOT now accepts ATSSA's online (not just in-person) national flagger training as acceptable forms of flagger certifications. These are both 4 year Flagger certifications. The VDOT Basic and Intermediate and ATSSA's Virginia Specific TCT and TCS WZTC training will still include a 4 year flagger certification. More information will be provided on VDOT's work zone safety web page before the end of 2024.*
- 2. How do I confirm the validity of an ATSSA flagger card?** *All ATSSA flagger cards have a unique ID number and can be verified via ATSSA's online database at www.flagger.com. If a card cannot be verified at www.flagger.com, it is considered invalid and that individual will not be allowed to provide flagging services. VDOT and the Office of the Attorney General are aware of at least one instructor who has fraudulently issued ATSSA flagger cards without providing proper training or registering those individuals with ATSSA.*
- 3. Are Leg Gaiters allowed?** *Leg Gaiters are now allowed as an alternative for Type E trousers for those installing removing or maintaining traffic control devices Day or Night and for Flaggers in Daytime Operations. Type E trousers are still required for Flaggers during nighttime operations.*
- 4. Why does the Guidelines for Temporary Traffic Control Pocket Guide (page 74 - Properly Equipped Flaggers) reference Class 2 Visibility apparel for daytime work?** *This is an error and will be corrected in the next edition, as per the VWAPM Class 3 High visibility safety apparel shall be worn at all times, day or night time.*
- 5. Can a Supplemental Flagger still be used?**
Yes, A Supplemental Flagger can still be used. In the next revision of the WAPM TTC-23.2 Note 8 and Section 6E.09 note 11 will be revised to include the use of a Supplemental Flagger or a "SLOW" sign.

Portable Temporary Rumble Strips (PTRS)

- 6. Unacceptable practice to avoid the use of PTRS:** *As per the VWAPM Section 6F.99 paragraph 4b, PTRS are required when the work duration in a location is greater than 3 hours but less than 3 consecutive days. If you are working at a site for > 3 hours in a single workday but with a midday break for lunch or similar reasons, then PTRS are required even if the duration before and after the break is < 3 hours. VDOT can and will shut down work until the required PTRS is in place .*
- 7. Are Utility Companies and other Land Use Permittees required to use PTRS?** *Yes, effective July 1, 2022 and as per IIM-TE-386
PTRS are required for utility companies and land use permit work within state R/W on 2 lane roadways for flagging operations as specified in the VWAPM.*
- 8. Are Portable Temporary Rumble Strips (PTRS) required in slurry seal/latex emulsion overlay or surface treatment operations?** *PTRS shall be used when meeting the conditions stated in Section 6F.99 paragraph 4 for slurry seal and latex overlay operations. For surface treatment operations PTRS should be used in both travel directions on the first day at a location. For multiple day operations at the same location, the PTRS would be used on the unimproved approach to that day's operation, but not on the completed surface treatment side of the roadway due to loose gravel.*
- 9. Color of Portable Temporary Rumble Strips Section 6F.99 paragraph 03: "If the color of a PTRS used within a travel lane is not the color of the pavement, the color of the rumble strip shall be black or white."** *It is now acceptable to use orange PTRS's or alternating black and silver PTRS's. This change will be reflected in the next edition of the WAPM. For more information and a copy of the approved TTC please email: TEWORKZONESAFETY@VDOT.Virginia.gov*

Truck Mounted Attenuators (TMA)

- 10. Are TMAs required for all snoopers truck/bucket truck operations?** *Section 6F.98 Note 11 paragraph E. states a TMA Shall be used for planned work operations involving snoopers trucks or bucket trucks regardless of the posted speed limit. However for Ancillary Signal Inspection activities where a Law Enforcement Vehicle is parked in advance of the Shadow Vehicle, a TMA is recommended but not required.*
- 11. Clarification on the requirement for a TMA for snoopers and bucket truck operations:** *The decision to require the use of a TMA shadow vehicle for snoopers truck and bucket truck operations stemmed from a request from the operators of the snoopers truck and from the district safety managers. Employees working under a bridge on a snoopers truck or in the air in a bucket truck are highly vulnerable if the vehicle is struck by an errant vehicle into the work zone, which has occurred on multiple occasions. For flagging operations on two-lane roadways, a shadow vehicle without a TMA should be sufficient since the speeds of approaching traffic is controlled by the flaggers on site. Also, for roadways posted 45 mph or less, a shadow vehicle without a TMA should also be sufficient due to the low speeds. For speeds higher than 45 mph, the shadow vehicle with a TMA should continue to be used.*
- 12. What would be the speed limit whereby a crash cushion would be required?** *Typically 45mph or greater for planned work operations*
- 13. How long can a TMA remain in place in lieu of an impact attenuator that has been damaged due to vehicle strike?** *The damaged impact attenuator must be immediately repaired or replaced as soon as practical. In cases where immediate repair/replacement is not practical, the Contractor may park an unoccupied TMA in front of the barrier blunt end to protect the barrier end until the Contractor is able to reinstall a repaired or replaced impact attenuator. While having a TMA present in such situations presents a lesser hazard than leaving a damaged impact attenuator or blunt barrier end exposed, this situation is not ideal. All TMAs rely on a clear roll-ahead distance to properly disperse the energy of a striking vehicle; a TMA parked with the front bumper immediately in front of the blunt end of the barrier will not have that roll-ahead distance, and therefore may not perform optimally if struck. Therefore, in these situations it is imperative to repair the impact attenuator and remove the TMA as quickly as practical. Districts should consider incorporating Contract requirements that (a) require Contractors to have spare attenuators on hand, (b) require Contractors to provide a plan prior to start of construction on how they will repair/replace damaged impact attenuators ASAP, and/or (c) establish liquidated damages to incentivize timely replacement .*

Temporary Signing

- 14. Is a Road Closed Ahead sign required before a Road Closed sign?** *In the VA WAPM Rev. 2 section 6F.26 paragraph 1 The ROAD (STREET) CLOSED AHEAD (W20-3) sign should be used in advance of the point where a highway is closed to all road users, or to all but local road. This is a Guidance statement which means while it is not requirement or a shall condition it is highly recommended and if it is not going to be used a well-documented reason should be filed with the project records. In other words, unless you have a really good reason as to why it would not be used, then it should be used.*
- 15. Can a reduced advisory speed be used for surface treatment operations?** *On those occasions where a reduced advisory speed limit is requested for surface treatment operations, the request shall go to the District Traffic Engineer for review. If approved, the Advisory Speed Limit sign shall be post mounted below the LOOSE GRAVEL (W8-7) sign.*
- 16. TTC-56.2 The reference note on the diagram for the permanent R8-8 "Do Not Stop on Tracks" sign reads "R8-8 SEE NOTE 6". However, this sign is actually described in NOTE 7.**
- 17. Section 6F.12 paragraph 3 (Standard) "Signs shall be installed on roadways where TTC zone exists with physical barriers on both sides of a single lane and the clear zone distance between**

edge lines is less than 14 feet." To clarify the desired width for over size loads we will be adding the following to the next Revision of the WAPM:

Guidance:

To allow travel by permitted overwidth loads, a lane width of 16 feet between barriers should be provided.

18. **TTC-17.2 the Keep Right Sign number designation is erroneously labeled “W9-2L” the correct sign number designation is “R4-V7R” also the Left Lane Closed Ahead Sign should be labeled W9-3L not “R”.**

19. **Table 6F-1 page 7 of 7. All VA Primary Route marker signs M1-V1 series and M1-V2 series (2 digit) signs should be 24 x 24 and (3 digit) 30 x 24. Unless an oversized sign is deemed appropriate by the engineer.**

		Roadway	Roadway	≤ 30 MPH
VA Primary Route Marker for Independent Use (1 or 2 digits) ¹	M1-V1a, V1b	36 x 36	24 x 24	24 x 24
VA Primary Route Marker for Independent Use (3 digits) ¹	M1-V1c, V1d	45 x 36	30 x 24	30 x 24
VA Circular Sec. Route Marker for Independent Use (3 digits) ¹	M1-V2a, V2b, V2c, V2d, V2e, V2f	36 x 36	24 x 24	24 x 24

20. **Can temporary signing be left out overnight if rotated from view or removed from stands and laid flat with stands on top?** No, as stated in the VA WAPM section 6F.04 paragraphs 5 and 6, “At no time shall a TTC sign on a post or portable sign stand be rotated to prevent the display of the message.” “Signs and their portable sign stands shall be removed from the roadway when not in use.” Portable signs not in use shall be completely removed from VDOT right-of-way, and then reinstalled at the start of the next maintenance activity.

21. **Does VDOT Still use the R16-4(V) “Fender Bender” sign?** VDOT now uses a sign message that reads “Crash – No Injuries | Move Vehicles Off Travel Lanes”. Any R16-4V signs temporarily deployed in work zones to improve traffic flow shall use the new wording. Contact VDOT Traffic Operations Division for the sign layout.

Temporary Pavement Markings

22. **What is the required space between the two yellow lines in a temporary double yellow line?:**

The space between the two yellow lines in a temporary double yellow line shall be 4” minimum. The spacing of permanent double yellow lines shall be as per the PM-Series Standard Drawings.

Work Zone Traffic Control Training

23. **Is it required to carry your WZTC Training certification card at all times during work operations?** Yes, Work Zone Traffic Control (WZTC) trained personnel working within VDOT R/W must have either a physical card, or an electronic image of their card readily available on smartphone or tablet.

Typical Traffic Control Applications (TTC drawings)

24. **TTC for Ancillary Signal Inspection at a signalized Intersection.** For more information and a copy of the approved TTC please email: TEWORKZONESAFETY@VDOT.Virignia.gov

Misc. Known Errors and Clarifications

25. **Table 6H-1 page 6H-3, beginning with Figure number TTC-28.2 the page numbers are off by 2 through TTC-69.0**

26. **Clarification on the Definition of Activity Area:** Section 6C.07 Activity Area defines this as a “section of highway where the work takes place. It is comprised of the work space and the traffic space.” The Activity Area

is also referred to in the field as the work space or work area. We will add the definition to Section Section 6A.03 Definitions of Words and Phrases in the next revision of the WAPM.

27. **Definition of a Fixed Object:** *A Fixed Object is any static object, item or slope that would cause damage or/an injury if struck by a motorist and preventing an errant vehicle from returning to the traveled way safely. We will add the definition to Section 6A.03 Definitions of Words and Phrases in the next revision of the WAPM.*
28. **Arrow boards Alternating Diamond Caution Mode :** *We have adjusted the implementation date for the total conversion of arrow boards to the alternating diamond caution mode for Safety Services Patrol vehicles to July 1, 2025 to allow the contractor adequate time for fleet conversion.*
29. **Rev. 2.1 Index of sheets:** *An error in the index of sheets (Pages TC-6 and TC-7) has been discovered in the Rev. 2.1 update causing the page numbers listed in the index of sheets for the Typical Drawings starting with TTC-35.1 to be off by one sheet, this will be corrected in the next edition.*
30. **TTC-23.2 Note 15:** *The reference to note 15 in this typical is a typo and should reference Note 14.*
31. **Known error in the VDOT Bicycle and Pedestrian Guidance Document for the maximum slope of a temporary curb ramp:** *On page 5, note 3 erroneously states that “Ramps shall have a slope not to exceed a maximum of an 12% (8:1)”; the correct maximum slope for curb ramps in accordance with PROWAG and VDOT Standards is 8.33% (12:1).*

LCAMS/VA Traffic

32. How do I get LCAMS and VATraffic training?:

For specified routes, VDOT currently requires users to enter work zones in 2 separate systems, LCAMS and VaTraffic (in the near future, these systems will be combined to streamline the data entry process):

- *LCAMS is for internal use (VDOT & VDOT Contractors); it is used for work zone approval and to identify and resolve work zone conflicts*
- *VaTraffic is used for public awareness, as it feeds the 511 public site (<https://www.511virginia.org/>), IVR and apps, as well as other public and private stakeholders (DMV, RITIS, Google Maps, Waze, etc.)*

LCAMS/VaTraffic training is handled online on [VDOT University](#), which is available to external users as well. To get the access process started, it is recommended that contractors contact their respective Regional Work Zone Coordinator (see below current list).

Central Region Operations (CRO)

Sharod Taylor (WZC) – (804) 609-5338 (sharod.taylor@vdot.virginia.gov)

Cedric Walker (backup) – (804) 796-4520 (cedric.walker@vdot.virginia.gov)

Eastern Region Operations (ERO)

Sam Holzemer (WZC) – (757) 424-9915 (sam.holzemer@vdot.virginia.gov)

Derek Spanagel (backup) – (757) 424-9909 (derek.spanagel@vdot.virginia.gov)

Northern Region Operations (NRO)

Katrina Carroll (WZC) – (703) 877-3462 (katrina.carroll@vdot.virginia.gov)

David Calhoun (backup) – (571)-581-8290 (dave.calhoun@vdot.virginia.gov)

Northwest Region Operations (NWRO)

Evan Wood (WZC) – (540) 332-9500 (evan.wood@vdot.virginia.gov)

Sandy Wyrick (TOC Manager) – (540) 332-9881 (sandy.wyrick@vdot.virginia.gov)

Southwest Region Operations (SWRO)

Vicky Reed (WZC) – (540) 375-0170 (vicky.reed@vdot.virginia.gov)

Katherine McGowan (TOC Manager) – (540) 375-0118

(katherine.mcgowan@vdot.virginia.gov)