1. When does Revision 2 take affect? Revision 2 of the WAPM became effective Sept. 1, 2019 for all work performed by State Force unless the work is under a contract that references the Rev. 1 of the WAPM. It will become effective on all projects advertised on or after January 1, 2020.

2. Table 6F-1 some of the Section numbers listed in the table do not match the signs listed? This is an error and will be corrected in the next version of the WAPM, please find the appropriate section number you are seeking by using the index.

3. TTC-16.2 the notes from Sign W4-2R to the beginning of the taper and the end of the taper say See Note 2? This is an error and will be corrected in the next version of the WAPM. The note from the W4-2R sign to the beginning of the taper should reference Notes 2 & 4 and the Notes from the beginning of the taper to the end of the taper should reference Note 6 as shown on TTC-17.2

4. TTC-23.2 Are the middle set of Rumble strips required? The TTC references Note 4? This is an error and will be corrected in the next version of the WAPM. The Middle set of Rumble Strips are not a requirement but are Supplemental and Optional and may be eliminated. See TTC-27.2 Note 11.

5. Section 6F.98 Note 11 paragraph E. states a TMA Shall be used for planned work operations involving snooper trucks or bucket trucks regardless of the posted speed limit? The only exception to this would be for Ancillary Signal Inspection and a Law Enforcement Vehicle is parked in advance of the Shadow Vehicle, in this scenario a TMA is not required but recommended.

6. The Guidelines for Temporary Traffic Control Pocket Guide page 74 Properly Equipped Flaggers references Class 2 Visibility apparel for daytime work? This is an error and will be corrected in the next edition, as per the WAPM Class 3 High visibility safety apparel shall be worn at all times day or night time.

7. When and who shall wear the Type E trousers? A moratorium on the daytime requirement only applies at this time to VDOT employees by way of an internal email by the State Traffic Engineer. The reason being our current vendor only has three sizes in stock, and we are in the process of switching vendors and the type of trousers our employees will be wearing. It is anticipated that this change will be made shortly after the new year. As per the WAPM section 6D.03 paragraph 5 and section 6E.02 paragraph 04 Flaggers and workers installing, maintain and removing TTC devices shall wear Type E trousers at all times day or night. Other workers within the work zone performing other duties are not required to wear the Type E trousers.

8. Are Utility Companies required to use PTRS? PTRS are optional for utility companies at this time as per IIM-TE-386. We do have the following language in Section 6F.99, paragraph 7 in Revision 2 to the 2011 Work Area Protection manual which backs this up: PTRS shall be used by state forces on roadways using flaggers that meet the conditions in paragraph 4 (see TTC-23, TTC-24, TTC-28, TTC-31, and TTC-67) and by others only when specified as a pay item in contracts with a special provision provided for their use.

9. TTC-50 Stoppage of traffic on a Multi-lane Roadway. We developed TTC-50.2 to specifically remove the flagger from the left side of the roadway and provide a better way to control traffic through an operation requiring periodic stoppage of traffic on a multi-lane highway. We have had several instances where flaggers have been struck performing this type of operation, especially when they have little to no room for escape on the left side of the roadway. Other states have removed flaggers from the left side of the roadway due to this fact. Traffic is better controlled when reduced to one lane, with the flagger better protected by
standing in the closed right lane. It does take a little longer to install an extra set of signs and cones to close off the right or left travel lane but control of approaching motorist is greatly improved by this method. This is the preferred temporary traffic control layout to use, especially if multiple lines are being installed or multiple stoppages are needed to complete an operation. If only one line is being pulled and installed across the roadway, or only one stoppage of traffic is needed to complete an operation and there is ample room on both sides of the travel lanes for a flagger to safely stand and move out of the way of an errant vehicle, then the typical traffic control from TTC-50.0 may continue to be deployed.

10. What would be the speed limit whereby a crash cushion would be required? Typically 45mph or greater and for planned work operations involving a snooper truck or bucket truck regardless of the speed limit.

11. 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 shall condition it is highly recommended and if it is not going to be used a well documented reason should be filed with the plan records. In other words unless you have a really good reason as to why it would not be used, then it should be used.

12. Clarification on the requirement for a TMA for snooper and bucket truck operations: The decision to require the use of a TMA shadow vehicle for snooper truck and bucket truck operations stemmed from a request from the operators of the snooper truck and from the district safety managers. Employees working under a bridge on a snooper 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 25 mph or less, a shadow vehicle without a TMA should also be sufficient due to the low speeds. For speeds higher than 25 mph, we believe the shadow vehicle with a TMA should continue to be used.

13. Section 6F.03 Paragraph 24 states that certain signs when mounted with portable sign supports shall be mounted a minimum of 5' from the pavement surface, however TTC-37.2 and TTC-39.2 Note 5 says the signs should be mounted 7' from the roadway surface, which is right? Section 6F.03 Paragraph 24 is correct with the 5' height, TTC-37.2 and 39.2 Note 5 are incorrect and will be correct in the next edition of the WAPM with the 5' height requirement.

14. Section 6C.11 Paragraph 01 In the next revision we will be adding Commercial/Private to the language to describe entrances. The second sentence will read: Commercial/Private High Volume Entrances and Commercial/Private Low Volume Entrances.

15. Table 6F-1 TTC Zone sign and Plaque Sizes (Sheet 7 of 8) Route Shield and Route Marker Signs M1-1, M1-4, M1-V1a thru M1-V1d and M1-V2a thru M1-V2f sizes for Non-Restricted Highway are listed as 36”x 36” and 45”x 36”. This is an error and will be corrected in the next edition, to maintain uniformity with standard US Route Shield and Marker signs these signs shall be 24” x 24” for 2 digit signs and 30” x 24” for 3 digit signs.

16. Appendix A Page A-12. Temporary Barrier Service Anchoring Requirements. The 3rd bullet after the first paragraph: Where materials and/or equipment are stored within the deflection area of the TBS for more than 8 days. Should say “for more than 72 consecutive hours”.
17. Are Portable Temp. Rumble Strips required for Slurry Seal Paving Operations?
   NO as per Rev.2 of the WAPM Section 6F.99 paragraph 05 “PTRS shall not be used on loose gravel, bleeding asphalt, heavily rutted pavements or unpaved or milled surfaces…..”

18. Spacing Between Double Yellow Pavement Markings will be revised to 7” from 6’ in the next edition of the WAPM to reflect the revision made to the Road and Bridge Standards guidance as to the new Standard as follows:
   With implementation of Plastic Inlaid Markers (PIMs), increasing spacing between the double yellow center-line from 6-inch to 7-inch was incorporated in the Road & Bridge Standards.
   This change helps the contractor installing the markings to minimize over-spray on the Lens and provides added tolerance if the double yellow was already installed and the PIM groove needs to be cut. This change also helps the Pavement Markings Retrace Contracts to minimize over-spray.
   DIRECTION:
   A 7 inch space between the double yellow for projects in the Paving Schedule requiring PIMs should be noted at preconstruction.
   If the PIM is not required, the spacing can be 6 inches or be at the preferred 7 inches for the 2020 Schedule.