TEMPORARY ROAD CLOSURE

ROLLING ROAD BLOCK OPERATION – MULTI LANE INTERSTATE

TRAFFIC CONTROL PLAN AS SHOWN BELOW WILL BE REQUIRE FOR NORTH & SOUTH BOUND LANES OF TRAFFIC

GENERAL NOTES

1-THIS DETAIL IS INTENDED TO BE USED FOR OPERATIONS SUCH AS ERECTION AND REMOVAL OF OVERHEAD SIGNS, BRIDGE GIRDERS, OR OTHER TYPES OF CONSTRUCTION WHERE THE ENTIRE TRAVELWAY MUST BE CLOSED TO TRAFFIC.

2-IMPLEMENT THIS TYPE OF ROAD CLOSURE DURING PERIODS OF LOW TRAFFIC VOLUMES, AND DO NOT PLACE IN EFFECT LONGER THAN 20 MINUTES BEFORE RE-OPENING THE ROADWAY. IF MULTIPLE CLOSURES WILL BE REQUIRED, A MINIMUM PERIOD OF 20 MINUTES SHOULD TRANSPIRE BEFORE RE-CLOSING THE ROADWAY.

3-SIGNS ARE NOT REQUIRED TO BE DUAL MOUNTED FOR UNDIVIDED MULTILANE ROADWAYS.

4-PLACE CHANGEABLE MESSAGE SIGN EITHER IN THE MEDIAN OR ON THE OUTSIDE OF THE TRAVELWAY, AS DIRECTED BY THE ENGINEER. INITIALLY LOCATE THE SIGN APPROXIMATELY 2-3 MILES IN ADVANCE OF THE WORK AREA. IF IT IS ANTICIPATED THAT TRAFFIC WILL BACK UP TO THE SIGN, THEN PLACE THE SIGN IN A LOCATION APPROXIMATELY ½ MILE OR MORE PRIOR TO WHERE TRAFFIC IS EXPECTED TO BACK UP.

5-CHANGEABLE MESSAGE SIGN MESSAGES OTHER THAN THE ONES SHOWN MAY BE DISPLAYED AS DIRECTED BY THE ENGINEER. USE NO MORE THAN 2 MESSAGES WITH ANY CYCLE, UNLESS ADDITIONAL CHANGEABLE MESSAGE SIGNS ARE USED.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- PILOT VEHICLE
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

The hours of operations for rolling road block will be allowed to do the work from day light to 8 am on Sundays

REFERENCES

WORK ZONE TRAFFIC CONTROL ENGINEER

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER NO. 24242 WILLIE E. McCONNELL, JR.

SIGNATURE

1-30-2003

DATE

#	DATE	CKL	DESCRIPTION
6			
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0	8-23-07	JCS	DRAWING NO. UPDATE

SCDOT

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING

RIGHT SHOULDER CLOSURE (CASE I / CASE II) PRIMARY ROUTES

610-205-00

EFFECTIVE LETTING DATE MAY 2002

THIS DRAWING IS NOT TO SCALE

GENERAL NOTES

1.) ALL SIGN LOCATIONS ARE TO BE MEASURED FROM THE WORK AREA. WORK LIMITS FOR THE PROJECT WILL BE DETERMINED BY THE ENGINEER AND AS INDICATED IN THE CONTRACT.

2.) PORTABLE SIGN SUPPORT MOUNTED ADVANCE SIGNS ARE TO BE INSTALLED NO LESS THAN 6 FEET FROM THE EDGE OF AN ADJACENT TRAVEL LANE WHEN A PAVED SHOULDER IS PRESENT AND NO LESS THAN 4 FEET FROM THE EDGE OF AN ADJACENT TRAVEL LANE WHEN THE SHOULDER IS EARTH AND NO PAVED SHOULDER EXISTS. IN THOSE AREAS WITH CURB & GUTTER, INSTALL THE PORTABLE SIGN SUPPORT MOUNTED ADVANCE SIGNS NO LESS THAN 2 FEET FROM THE FACE OF THE CURB.

3.) SPACINGS INDICATED ARE FOR NORMAL CONDITIONS; ADJUSTMENTS MAY BE REQUIRED DUE TO HORIZONTAL AND/OR VERTICAL ALIGNMENTS OR OTHER SIGHT DISTANCE RESTRICTIONS.

4.) ALL SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 3 FEET FROM THE GROUND TO THE BOTTOM OF THE SIGN. ALL SIGNS MOUNTED ON GROUND MOUNTED U-CHANNEL POSTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 7 FEET FROM THE GROUND TO THE BOTTOM OF THE SIGN. MOUNT ALL SIGNS SUCH THAT THEY ARE STRAIGHT AND LEVEL AND THE FACE OF THE SIGNS ARE PERPENDICULAR TO THE SURFACE OF THE ROADWAY.

5.) REFLECTORIZE ALL ORANGE ADVANCE SIGNS AND ALL ORANGE AREAS OF A MULTI-COLORED ADVANCE SIGN WITH A FLUORESCENT ORANGE COLORED PRISMATIC RETROREFLECTIVE SHEETING WHERE THE SIGNS ARE TO BE ORANGE. ALSO, REFLECTORIZE ALL WHITE ADVANCE SIGNS AND ALL WHITE AREAS OF A MULTI-COLORED ADVANCE SIGN WITH A WHITE COLORED PRISMATIC RETROREFLECTIVE SHEETING WHERE THE SIGNS ARE TO BE WHITE.

6.) ALL TRAFFIC CONTROL DEVICES, INCLUDING 36" CONES, OVERSIZED CONES, PORTABLE PLASTIC DRUMS, TYPE 3 BARRICADES, PORTABLE SIGN SUPPORTS, SIGN SUBSTRATUMS, TRUCK MOUNTED ATTENUATORS, BREAKAWAY SYSTEMS FOR GROUND MOUNTED SIGN SUPPORTS, ETC., SHALL COMPLY WITH ALL NCHRP REPORT 350 REQUIREMENTS AND SHALL BE APPROVED BY THE DEPARTMENT. ALL APPROVED TRAFFIC CONTROL DEVICES ARE INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES". THIS LIST MAY BE ACCESSED ON THE DEPARTMENT'S WEB SITE AT: www.scdot.org .

7.) SPECIAL SIGN MOUNTING ASSEMBLIES MAY BE NECESSARY IN AREAS OF CONCRETE MEDIAN BARRIER, BRIDGE PARAPET WALLS, OR DOUBLEFACED GUARDRAIL AND SHALL BE PROVIDED BY THE CONTRACTOR.

8.) REFLECTORIZE ALL TRAFFIC CONTROL DEVICES WITH A TYPE III HIGH INTENSITY RETROREFLECTIVE SHEETING UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.

9.) 36" CONES ARE THE PRIMARY TRAFFIC CONTROL DEVICES FOR DAYTIME SHOULDER CLOSURES. PORTABLE PLASTIC DRUMS ARE THE PRIMARY TRAFFIC CONTROL DEVICES FOR NIGHTTIME SHOULDER CLOSURES. OVERSIZED CONES MAY BE SUBSTITUTED FOR THE 36" CONES DURING DAYTIME SHOULDER CLOSURES ONLY. OVERSIZED CONES ARE PROHIBITED FOR USE DURING NIGHTTIME SHOULDER CLOSURES.

10.) THE 36" CONES USED DURING DAYLIGHT HOURS ARE NOT REQUIRED TO BE REFLECTORIZED. HOWEVER, IF THIS TRAFFIC CONTROL SETUP EXTENDS INTO THE NIGHTTIME HOURS, REPLACE ALL CONES WITH PORTABLE PLASTIC DRUMS. ALL DRUMS SHALL BE REFLECTORIZED WITH TYPE III HIGH INTENSITY RETROREFLECTIVE SHEETING UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.

11.) THE DEPARTMENT PROHIBITS CONDUCTING WORK WITHIN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE UNDER A SHOULDER CLOSURE. ALL WORK THAT MAY REQUIRE THE PRESENCE OF EQUIPMENT, PERSONNEL, MATERIALS, OR ANY VEHICLES WITHIN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE SHALL BE CONDUCTED UNDER A LANE CLOSURE.

CASE I: WHENEVER ANY PORTION OF THE SHOULDER AREA WITHIN 15' BUT NOT CLOSER THAN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE MUST BE OCCUPIED BY EQUIPMENT, PERSONNEL, MATERIALS, OR ANY VEHICLES TO CONDUCT THE WORK, INSTALL AND MAINTAIN THE SIGNING AND TRAFFIC CONTROL DEVICES AS ILLUSTRATED.

CASE II: WHENEVER THE WORK IS CONDUCTED BEYOND 15' BUT WITHIN 30' OF THE THE NEAR EDGE OF THE ADJACENT TRAVEL LANE, INCLUDING THE PRESENCE OF EQUIPMENT, PERSONNEL, MATERIALS, OR ANY VEHICLES, INSTALL AND MAINTAIN THE SIGNING AND TRAFFIC CONTROL DEVICES AS ILLUSTRATED.

12.) PLACE THE TRUCK MOUNTED ATTENUATOR NO CLOSER THAN 1' FROM THE NEAR EDGE OF THE ADJACENT TRAVEL LANE.

13.) THE CONTRACTOR SHALL CONDUCT THE WORK IN SUCH A MANNER SO AS NOT TO ENCROACH WITHIN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE. THE WORK SHALL INCLUDE THE PRESENCE OF EQUIPMENT, PERSONNEL, MATERIALS, OR ANY VEHICLES. THE CONTRACTOR SHALL PLACE, MAINTAIN, AND ADJUST THE TRAFFIC CONTROL DEVICES AS NECESSARY.

14.) COORDINATE THE TAPER PLACEMENT FOR A CASE I SCENARIO IN THE RIGHT SHOULDER AREA WITH THE WIDTH OF THE SHOULDER. A 250' TAPER LENGTH IS THE REQUIRED TAPER DISTANCE FOR THESE TAPERS PLACED IN THE RIGHT SHOULDER AREA.

15.) IF WORK IS BEING CONDUCTED AT TWO DIFFERENT LOCATIONS AT THE SAME TIME, THE TWO LOCATIONS SHALL BE SEPARATED BY NO LESS THAN 1 MILE FROM THE END OF THE FIRST SHOULDER CLOSURE TO THE BEGINNING OF THE TAPER OF THE SECOND SHOULDER CLOSURE.

16.) THE DEPARTMENT RESERVES THE RIGHT TO RESTRICT CONSTRUCTION OPERATIONS AND/OR WITHHOLD THE MONTHLY ESTIMATE IF THE TRAFFIC CONTROL IS NOT PROPERLY INSTALLED AND MAINTAINED AS DIRECTED BY THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, THE STANDARD DRAWINGS, THE PLANS, AND THE ENGINEER.

17.) THE TYPICAL TRAFFIC CONTROL SETUP FOR SHOULDER CLOSURES ILLUSTRATED ON THIS STANDARD DRAWING SHALL APPLY TO CLOSURES OF THE RIGHT SHOULDER AREAS OF PRIMARY AND SECONDARY ROADWAYS.

CASE I

CASE II

PORTABLE TRUCK MOUNTED ATTENUATOR

1.) THE PORTABLE ATTENUATOR SHALL BE TRUCK MOUNTED. THE TRUCK SHALL HAVE A GROSS WEIGHT OF NO LESS THAN 15,000 LBS. (ACTUAL VEHICLE WEIGHT). IF THE ADDITION OF SUPPLEMENTAL WEIGHT TO THE VEHICLE AS BALLAST IS NECESSARY, ONLY DRY LOOSE SAND MAY BE UTILIZED AS A BALLAST. ALL PORTABLE TRUCK MOUNTED ATTENUATORS SHALL COMPLY WITH ALL REQUIREMENTS OF NCHRP REPORT 350.

2.) LOCATE THE PORTABLE TRUCK MOUNTED ATTENUATOR 100 FEET IN ADVANCE OF THE WORK AS ILLUSTRATED UNLESS OTHERWISE SPECIFIED.

3.) PROVIDE, INSTALL, AND MAINTAIN THE PORTABLE TRUCK MOUNTED ATTENUATOR AS SPECIFIED BY THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

4.) THE TRUCK MOUNTED ATTENUATOR IS THE ONLY VEHICLE PERMITTED TO ENCROACH ONTO THE PAVED SHOULDER OR WITHIN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE UNDER A SHOULDER CLOSURE OF THE RIGHT SHOULDER AREA.

ADVANCE WARNING ARROW PANEL

ALL ADVANCE WARNING ARROW PANELS SHALL BE 48" X 96" WITH A MINIMUM LEGIBILITY DISTANCE OF 1 MILE. THE ADVANCE WARNING ARROW PANEL PLACEMENT MAY REQUIRE ADJUSTMENTS DUE TO HORIZONTAL AND/OR VERTICAL ALIGNMENT OR OTHER SIGHT DISTANCE RESTRICTIONS. THE PANEL FACE SHALL BE NONREFLECTIVE BLACK. ALL ADVANCE WARNING ARROW PANELS SHALL COMPLY WITH THE REQUIREMENTS AS SPECIFIED BY THE STANDARD SPECIFICATIONS.