

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES INCLUDING PORTABLE PLASTIC DRUMS, PORTABLE TERMINAL IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER WALLS SHALL COMPLY WITH ALL NCHRP REPORT 350 REQUIREMENTS AND SHALL BE APPROVED BY THE DEPARTMENT. ALL APPROVED PORTABLE TERMINAL IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER WALLS 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](http://www.scdot.org).
2. SPACINGS INDICATED ARE FOR NORMAL CONDITIONS; ADJUSTMENTS MAY BE REQUIRED DUE TO SITE CONDITIONS. A REDUCTION OF THE LANE WIDTHS OR THE MINIMUM 2 FEET BETWEEN THE FACE OF THE TEMPORARY CONCRETE BARRIER WALL AND THE NEAR EDGE OF THE ADJACENT TRAVEL LANE IS PROHIBITED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. PLACE THE TEMPORARY CONCRETE BARRIER WALL THE MAXIMUM DISTANCE FROM THE NEAR EDGE OF THE ADJACENT TRAVEL LANE WHILE PROVIDING A SUFFICIENT WORK AREA.
4. ALL TEMPORARY CONCRETE BARRIER WALLS IN A CONTINUOUS LINE SHALL HAVE THE SAME SHAPE, LENGTH AND CONNECTION TYPES.
5. EACH PORTABLE TERMINAL IMPACT ATTENUATOR SHALL COMPLY WITH ALL REQUIREMENTS AS SPECIFIED BY THE STANDARD SPECIFICATIONS. EACH ATTENUATOR SHALL BE ONE (1) OF THREE (3) TYPES AND UTILIZATION OF THESE UNITS SHALL BE DETERMINED BY THE DESIGN SPEED OF THE ROADWAY UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.

DESIGN SPEED	PERFORMANCE REQUIREMENT
45 & BELOW	TEST LEVEL II
60 & BELOW	TEST LEVEL III - 60 MPH
70 & BELOW	TEST LEVEL III - 70 MPH

6. AN IDEAL SITE LOCATION FOR A PORTABLE TERMINAL IMPACT ATTENUATOR SHALL PLACE THE UNIT NO CLOSER THAN 2 FEET FROM THE NEAR EDGE OF THE ADJACENT TRAVEL LANE AND PREFERABLY NO CLOSER THAN 6 FEET WHEN SPACE IS AVAILABLE. ALWAYS INSTALL THE ATTENUATOR PARALLEL TO THE FLOW OF TRAFFIC IN THE ADJACENT TRAVEL LANE UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. WHENEVER PLACED WITHIN A GORE AREA, INSTALL THE UNIT PARALLEL TO THE MAINLINE TRAFFIC FLOW.
7. WHEN THE CONTRACTOR'S VEHICLES ENTER THE ROADWAY FROM THE INGRESS / EGRESS AREA, A FLAGGER SHALL CONTROL THE CONTRACTOR'S VEHICLES UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. THE FLAGGER SHALL NOT STOP TRAFFIC, CAUSE TRAFFIC TO CHANGE LANES OR AFFECT TRAFFIC IN ANY MANNER. THE CONTRACTOR'S VEHICLES SHALL NOT DISRUPT THE NORMAL FLOW OF TRAFFIC OR ENTER THE ROADWAY UNTIL A SUFFICIENT GAP IS PRESENT.
8. 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/OR THE ENGINEER.

INSTALL TWO TEMPORARY RAISED PAVEMENT MARKERS (4" X 4" CLEAR MONO-DIRECTIONAL) SIDE BY SIDE ADJACENT TO THE WHITE EDGE LINE @ 20' INTERVALS ALONG THE EGRESS AREA

INSTALL 12" WHITE EDGE LINES

INSTALL 24" WHITE DIAGONALS @ 20' SPACING WITHIN THE CONSTRUCTION TRAVEL LANE

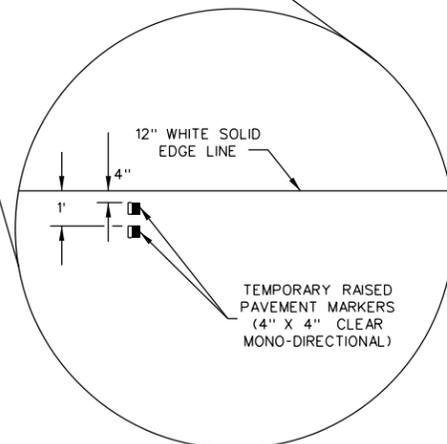
W11-13-48

W4-1-48

CMS

2500' ACCELERATION LANE

300' ACCESS LANE ENDING TAPER



CHANGEABLE MESSAGE SIGN

CMS

TRUCKS MERGING 2000 FT

TRUCKS MERGING ON RIGHT

CONSTRUCTION VEHICLE DO NOT FOLLOW

CONSTRUCTION VEHICLES SHALL BE EQUIPPED WITH A WARNING SIGN DISPLAYING "CONSTRUCTION VEHICLE DO NOT FOLLOW" TO MINIMIZE THE RISK OF MOTORISTS FOLLOWING A WORK VEHICLE INTO THE WORK ZONE

TAPER NOTE

INSTALL TAPER RATE OF TEMPORARY CONCRETE BARRIER WALL PER DESIGN SPEED. ACQUIRE ENGINEER'S APPROVAL PRIOR TO INSTALLATION.

SHOULDER ACCESS NOTES

1. ACCESS IS PROHIBITED DURING SINGLE LANE CLOSURE PROHIBITION TIMES.
2. PLACE PORTABLE PLASTIC DRUMS ALONG THE ACCESS AT 50' INTERVALS WHEN IT IS NOT OPERATIONAL.
3. COVER SIGNS WHEN MEDIAN ACCESS IS NOT OPERATIONAL.
4. TURN OFF CHANGEABLE MESSAGE SIGN WHEN MEDIAN ACCESS IS NOT OPERATIONAL.
5. A WEAVE LANE IS NOT PERMITTED. THIS IS WHEN AN ACCELERATION AND DECELERATION LANE IS DIRECTLY UPSTREAM OR DOWNSTREAM OF ONE ANOTHER AND USES THE SAME AUXILIARY LANE.
6. INGRESS MEDIAN ACCESS POINT ANY PART OF THE INGRESS MEDIAN ACCESS AUXILIARY LANE AND TAPER IS PROHIBITED 1000' PRIOR TO ANY INTERCHANGE EXIT RAMP TAPER TO 2500' DOWNSTREAM OF ANY INTERCHANGE ENTRANCE RAMP TAPER.
7. EGRESS MEDIAN ACCESS POINT ANY PART OF THE EGRESS MEDIAN ACCESS AUXILIARY LANE AND TAPER IS PROHIBITED 2500' PRIOR TO ANY INTERCHANGE EXIT RAMP TAPER TO 2000' DOWNSTREAM OF ANY INTERCHANGE ENTRANCE RAMP TAPER.
8. THE RCE HAS THE RIGHT TO REMOVE THE MEDIAN ACCESS FROM OPERATION AT ANYTIME THAT THE RCE DEEMS NECESSARY.

LEGEND

- TEMPORARY CONCRETE BARRIER WALL
- WORK AREA
- TEMPORARY RAISED PAVEMENT MARKERS

SIGNATURE

DATE

6			
5			
4			
3			
2			
1	11-8-24	WEM	SHOULDER ACCESS NOTES
0	6-15-23	TED	NEW DRAWING
#	DATE	CHK	DESCRIPTION



SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING  
955 PARK STREET  
ROOM 501  
COLUMBIA, SC 29201

DESIGN STANDARD

SHOULDER EGRESS HIGH SPEED

EFFECTIVE LETTING DATE