

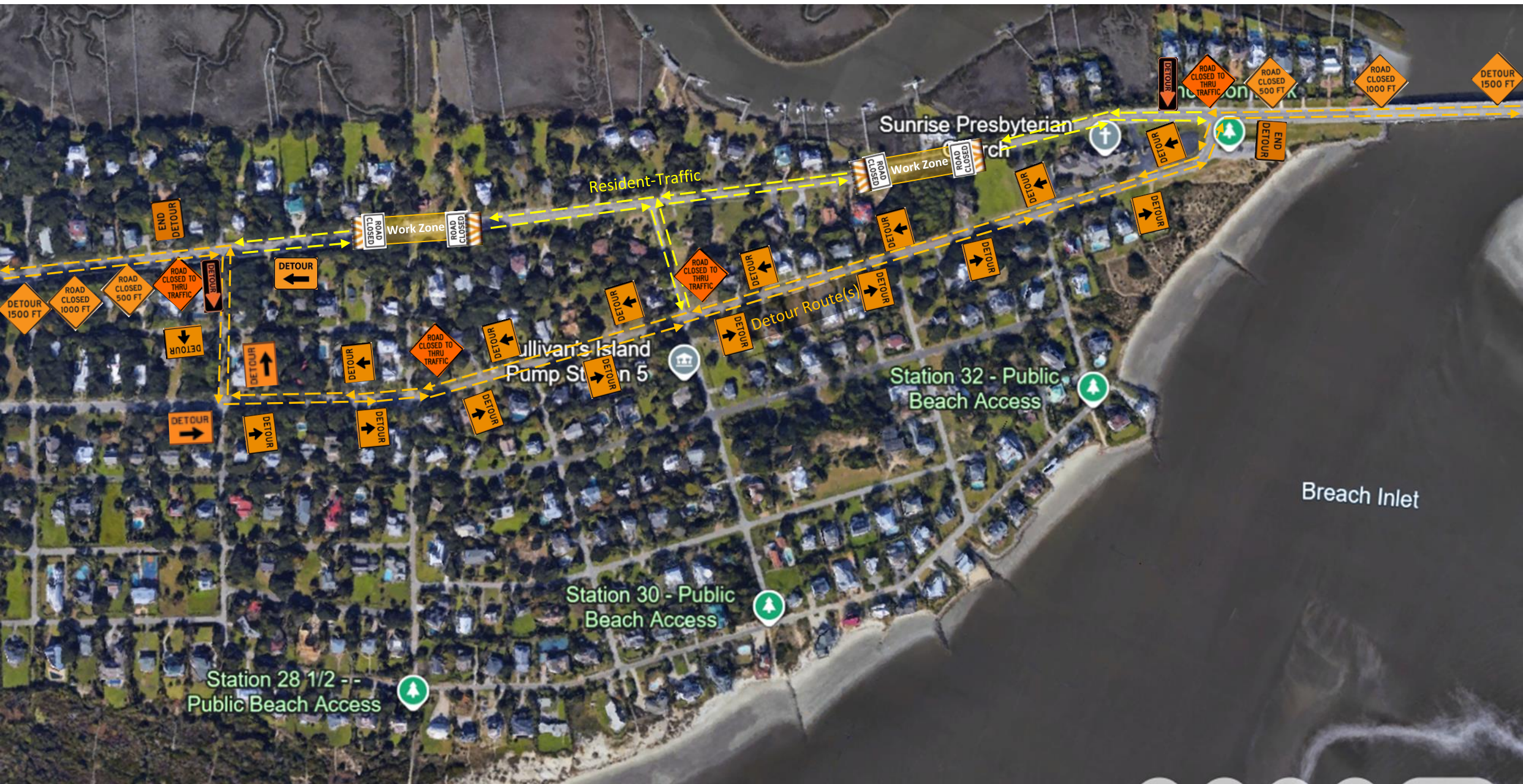
Traffic Control Plan



GULF STREAM
CONSTRUCTION

Jasper Blvd | Closure - Detour

Rob Herman, CSP
Patrick Williamson



Sunrise Presbyterian Church

Resident-Traffic

Work Zone

Work Zone

Sullivan's Island
Pump Station 5

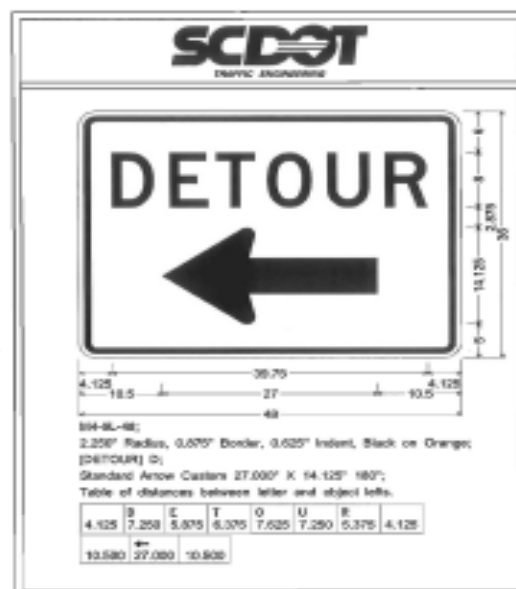
Station 32 - Public
Beach Access

Station 30 - Public
Beach Access

Station 28 1/2 -
Public Beach Access

Breach Inlet

Detour Route(s)



GENERAL NOTE:

ELECTRONIC LAYOUTS ARE AVAILABLE FROM THE DIRECTOR OF TRAFFIC ENGINEERING.

WORK ZONE TRAFFIC CONTROL ENGINEER



Willie McConnell
SIGNATURE

1-30-2008

DATE

#	DATE	ON	DESCRIPTION
6			
5			
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3			
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1			
0	8-14-07	JOS	DRAWING NO. UPDATE



STANDARD DRAWING

CONSTRUCTION
SIGNING
DETOUR SIGNS
36" X 48"

605-035-02

EFFECTIVE LAYOUT DATE: MAY 2005

TEMPORARY CONCRETE BARRIER NOTES

FABRICATION REQUIREMENTS

1. ALL APPROVED TEMPORARY CONCRETE BARRIER WALLS SHALL COMPLY WITH THIS STANDARD DRAWING AND THE REQUIREMENTS OF NCRRP REPORT 385. ALL ACCEPTABLE BARRIER WALL DESIGNS ARE INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES" MAINTAINED BY TRAFFIC ENGINEERING. ALL MANUFACTURERS OF APPROVED TEMPORARY CONCRETE BARRIER WALLS AND THEIR BARRIER WALL PRODUCTS SHALL OBTAIN INCLUSION ON THE "APPROVAL SHEET 54 TEMPORARY CONCRETE BARRIER PRODUCTS" MAINTAINED BY THE OFFICE OF MATERIALS AND RESEARCH. OMISSION OF EITHER THE BARRIER WALL DESIGN OR THE MANUFACTURER FROM THESE LISTS SHALL DISQUALIFY A BARRIER WALL DESIGN FOR USE ON A SCDOT PROJECT.
2. TEMPORARY CONCRETE BARRIER WALLS SHALL BE CONSTRUCTED OF CLASS 3000 CONCRETE UNLESS OTHERWISE SPECIFIED. REINFORCING STEEL SHALL BE ASTM A-36, LOW-ALLOY STEEL DEFORMED AND PLAIN BARS FOR CONCRETE REINFORCEMENT, GRADE 60.
3. ASTM A-36 STEEL SHALL BE USED FOR THE CONNECTIONS. FABRICATE ALL CONNECTION HARDWARE AS DETAIL.
4. A 4 INCH WHITE PVC SLEEVE MAY BE USED TO FORM THE LIFTING HOLE IF THE SLEEVE IS LEFT IN PLACE.
5. THE TEMPORARY CONCRETE BARRIER WALLS SHALL HAVE THE SCDOT 350 APPROVAL STAMP. * SCDOT 350 EX 00 00 *, IMPRINTED ON TOP OF EACH SECTION OF BARRIER WALL NO CLOSER THAN 12 INCHES FROM EITHER END OF EACH SECTION OF BARRIER WALL UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
6. ACCEPTANCE OF THE TEMPORARY CONCRETE BARRIER WALL SHALL BE DEPENDENT UPON THE SUCCESSFUL INSPECTION OF THE MANUFACTURER'S PLANTS AND THE MANUFACTURING PROCESS OF THE PRODUCTS BY REPRESENTATIVES OF THE DEPARTMENT'S OFFICE OF MATERIALS AND RESEARCH. THE MANUFACTURER SHALL IMPRINT THE DATE OF ACCEPTANCE ON TOP OF EACH SECTION OF BARRIER WALL AS PART OF THE APPROVAL STAMP.

INSTALLATION REQUIREMENTS

1. ALL TEMPORARY CONCRETE BARRIER WALLS ARE SUBJECT TO INSPECTION AND APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION.
2. INSTALL THE TEMPORARY CONCRETE BARRIER WALL THE MAXIMUM DISTANCE FROM THE NEAR EDGE OF THE ADJACENT TRAVEL LANE WHILE PROVIDING SUFFICIENT SPACE TO CONDUCT THE WORK.
3. ALL TEMPORARY CONCRETE BARRIER WALLS INSTALLED IN A CONTINUOUS LINE SHALL BE THE SAME SHAPE, LENGTH, AND CONNECTION TYPE.
 - (a) TAPER THE APPROACH AREA OF A TEMPORARY CONCRETE BARRIER WALL PLACED NEAR A TRAVEL WAY AWAY FROM THE TRAVEL WAY AT THE FIRST PRACTICAL OPPORTUNITY TO MINIMIZE THE SEVERITY OF AN IMPACT FROM AN ERRANT VEHICLE. TAPER THE APPROACH END OF THE TEMPORARY CONCRETE BARRIER WALL IN ACCORDANCE WITH THE POSTED REGULATORY SPEED LIMIT OF THE ADJACENT TRAVEL WAY PRIOR TO INSTALLATION OF THE PERMANENT CONSTRUCTION SIGNS AND INITIATING CONSTRUCTION ACTIVITIES AS FOLLOWS:

SPEED LIMIT	TAPER RATE
40 MPH & BELOW	8 : 1
45 MPH & GREATER	10 : 1
 - (b) MINIMIZE THE HAZARD OF A BARRIER END BY PROTECTING THE END OF THE BARRIER WITH A PORTABLE TERMINAL IMPACT ATTENUATOR, TERMINATING THE BARRIER SUCH THAT THE BARRIER END IS ACCESSIBLE TO VEHICLES, OR TERMINATING THE BARRIER AWAY FROM THE TRAVEL WAY AT OR IN EXCESS OF THE MINIMUM CLEARANCE DISTANCE REQUIREMENTS. IMPLEMENT THESE METHODS AS FOLLOWS:
 - (i) A TEMPORARY CONCRETE BARRIER END CAN BE PROTECTED BY MEANS OF A PORTABLE TERMINAL IMPACT ATTENUATOR. THIS TYPE OF PROTECTION IS NECESSARY WHERE SPACE OR WORK REQUIREMENTS DICTATE TERMINATION OF THE TEMPORARY CONCRETE BARRIER AT A POINT NEAR A VEHICULAR TRAVEL PATH THAT DOES NOT COMPLY WITH THE MINIMUM CLEARANCE DISTANCE REQUIREMENTS AS DEFINED BELOW IN NOTE 13) AND ACCEPTABLE ALTERNATIVE METHODS OF PROTECTION ARE NOT AVAILABLE.
 - (ii) A TEMPORARY CONCRETE BARRIER END CAN BE MADE ACCESSIBLE TO VEHICLES BY EXTENDING THE LINE OF BARRIER WALL BEHIND A DITCH LINE, A TREE LINE, OR OTHER NATURAL OBSTRUCTION OR BY EXTENDING THE LINE OF BARRIER WALL INTO A CUT SLOPE, BEHIND GUARDRAIL OR A BRIDGE RAIL, OR OTHER PREEXISTING MAINTENANCE STRUCTURE. WHEN TERMINATING THE BARRIER WALL BEHIND GUARDRAIL, ALWAYS BE THE GUARDRAIL TO THE BARRIER WALL WITH THREE BEAM GUARDRAIL TO MINIMIZE THE POTENTIAL FOR AN IMPACT NEAR THE JUNCTION TO DEFLECT THE GUARDRAIL AND EXPOSE THE BARRIER END. WHEN TERMINATING THE BARRIER WALL BEHIND A BRIDGE RAIL, ALWAYS BE THE BRIDGE RAIL TO THE BARRIER WALL WITH THREE BEAM GUARDRAIL TO MINIMIZE EXPOSURE OF THE END OF THE BRIDGE RAIL. PLACEMENT OF NONCOMPACTED FILL DIRT IN FRONT OF A BARRIER END FOR PROTECTION OF THE BARRIER END IS UNACCEPTABLE.
 - (iii) ON A ROADWAY WITH A POSTED REGULATORY SPEED LIMIT OF 40 MPH OR LESS PRIOR TO INSTALLING THE PERMANENT CONSTRUCTION SIGNS AND INITIATING CONSTRUCTION ACTIVITIES AND ROADSIDE SLOPES OF 10 : 1 OR FLATTER, A TEMPORARY CONCRETE BARRIER WALL MAY BE TERMINATED WITH A MINIMUM CLEARANCE DISTANCE OF 15 FEET FROM THE NEAR SIDE OF THE BARRIER END TO THE NEAR EDGE OF THE OPPOSING TRAVEL LANE. ON A ROADWAY WITH A POSTED REGULATORY SPEED LIMIT OF 45 MPH OR GREATER PRIOR TO INSTALLING THE PERMANENT CONSTRUCTION SIGNS AND INITIATING CONSTRUCTION ACTIVITIES AND ROADSIDE SLOPES OF 10 : 1 OR FLATTER, A TEMPORARY CONCRETE BARRIER WALL MAY BE TERMINATED WITH A MINIMUM CLEARANCE DISTANCE OF 30 FEET FROM THE NEAR SIDE OF THE BARRIER END TO THE NEAR EDGE OF THE OPPOSING TRAVEL LANE. ON A 10 : 1 TAPER RATE OF THE APPROACH END OF THE TEMPORARY CONCRETE BARRIER WALL.

- (a) TAPER THE APPROACH AREA OF A TEMPORARY CONCRETE BARRIER WALL PLACED NEAR A TRAVEL WAY AWAY FROM THE TRAVEL WAY AT THE FIRST PRACTICAL OPPORTUNITY TO MINIMIZE THE SEVERITY OF AN IMPACT FROM AN ERRANT VEHICLE. TAPER THE APPROACH END OF THE TEMPORARY CONCRETE BARRIER WALL IN ACCORDANCE WITH THE POSTED REGULATORY SPEED LIMIT OF THE ADJACENT TRAVEL WAY PRIOR TO INSTALLATION OF THE PERMANENT CONSTRUCTION SIGNS AND INITIATING CONSTRUCTION ACTIVITIES AS FOLLOWS:

SPEED LIMIT	TAPER RATE
40 MPH & BELOW	8 : 1
45 MPH & GREATER	10 : 1
 - (b) MINIMIZE THE HAZARD OF A BARRIER END BY PROTECTING THE END OF THE BARRIER WITH A PORTABLE TERMINAL IMPACT ATTENUATOR, TERMINATING THE BARRIER SUCH THAT THE BARRIER END IS ACCESSIBLE TO VEHICLES, OR TERMINATING THE BARRIER AWAY FROM THE TRAVEL WAY AT OR IN EXCESS OF THE MINIMUM CLEARANCE DISTANCE REQUIREMENTS. IMPLEMENT THESE METHODS AS FOLLOWS:
 - (i) A TEMPORARY CONCRETE BARRIER END CAN BE PROTECTED BY MEANS OF A PORTABLE TERMINAL IMPACT ATTENUATOR. THIS TYPE OF PROTECTION IS NECESSARY WHERE SPACE OR WORK REQUIREMENTS DICTATE TERMINATION OF THE TEMPORARY CONCRETE BARRIER AT A POINT NEAR A VEHICULAR TRAVEL PATH THAT DOES NOT COMPLY WITH THE MINIMUM CLEARANCE DISTANCE REQUIREMENTS AS DEFINED BELOW IN NOTE 13) AND ACCEPTABLE ALTERNATIVE METHODS OF PROTECTION ARE NOT AVAILABLE.
 - (ii) A TEMPORARY CONCRETE BARRIER END CAN BE MADE ACCESSIBLE TO VEHICLES BY EXTENDING THE LINE OF BARRIER WALL BEHIND A DITCH LINE, A TREE LINE, OR OTHER NATURAL OBSTRUCTION OR BY EXTENDING THE LINE OF BARRIER WALL INTO A CUT SLOPE, BEHIND GUARDRAIL OR A BRIDGE RAIL, OR OTHER PREEXISTING MAINTENANCE STRUCTURE. WHEN TERMINATING THE BARRIER WALL BEHIND GUARDRAIL, ALWAYS BE THE GUARDRAIL TO THE BARRIER WALL WITH THREE BEAM GUARDRAIL TO MINIMIZE THE POTENTIAL FOR AN IMPACT NEAR THE JUNCTION TO DEFLECT THE GUARDRAIL AND EXPOSE THE BARRIER END. WHEN TERMINATING THE BARRIER WALL BEHIND A BRIDGE RAIL, ALWAYS BE THE BRIDGE RAIL TO THE BARRIER WALL WITH THREE BEAM GUARDRAIL TO MINIMIZE EXPOSURE OF THE END OF THE BRIDGE RAIL. PLACEMENT OF NONCOMPACTED FILL DIRT IN FRONT OF A BARRIER END FOR PROTECTION OF THE BARRIER END IS UNACCEPTABLE.
 - (iii) ON A ROADWAY WITH A POSTED REGULATORY SPEED LIMIT OF 40 MPH OR LESS PRIOR TO INSTALLING THE PERMANENT CONSTRUCTION SIGNS AND INITIATING CONSTRUCTION ACTIVITIES AND ROADSIDE SLOPES OF 10 : 1 OR FLATTER, A TEMPORARY CONCRETE BARRIER WALL MAY BE TERMINATED WITH A MINIMUM CLEARANCE DISTANCE OF 15 FEET FROM THE NEAR SIDE OF THE BARRIER END TO THE NEAR EDGE OF THE OPPOSING TRAVEL LANE. ON A ROADWAY WITH A POSTED REGULATORY SPEED LIMIT OF 45 MPH OR GREATER PRIOR TO INSTALLING THE PERMANENT CONSTRUCTION SIGNS AND INITIATING CONSTRUCTION ACTIVITIES AND ROADSIDE SLOPES OF 10 : 1 OR FLATTER, A TEMPORARY CONCRETE BARRIER WALL MAY BE TERMINATED WITH A MINIMUM CLEARANCE DISTANCE OF 30 FEET FROM THE NEAR SIDE OF THE BARRIER END TO THE NEAR EDGE OF THE OPPOSING TRAVEL LANE. ON A 10 : 1 TAPER RATE OF THE APPROACH END OF THE TEMPORARY CONCRETE BARRIER WALL.
5. A PORTABLE TERMINAL IMPACT ATTENUATOR SHALL COMPLY WITH ALL REQUIREMENTS AS SPECIFIED BY THE STANDARD SPECIFICATIONS UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. EACH ATTENUATOR SHALL BE ONE OF THREE TYPES. SELECTION OF THE PROPER UNIT SHALL BE DETERMINED BY THE PERFORMANCE CHARACTERISTICS OF THE UNIT IN CORRELATION WITH THE POSTED REGULATORY SPEED LIMIT OF THE ADJACENT ROADWAY PRIOR TO INSTALLING THE PERMANENT CONSTRUCTION SIGNS AND INITIATING CONSTRUCTION ACTIVITIES.

6. WHEN PLACING TEMPORARY CONCRETE BARRIER WALL ON A BRIDGE DECK TO PROVIDE A TEMPORARY RAILING, ANCHOR THE BARRIER WALL TO THE BRIDGE DECK TO MINIMIZE THE POTENTIAL FOR DISPLACEMENT OF THE BARRIER WALL THAT COULD RENDER THE BARRIER WALL INEFFECTIVE. ANCHOR THE BARRIER WALL TO THE BRIDGE DECK WHEN THERE IS 8 FEET OR LESS OF BRIDGE DECK BETWEEN THE FACE OF THE BARRIER WALL NEAREST THE EDGE OF THE BRIDGE DECK AND THE EDGE OF THE BRIDGE DECK. HOWEVER, ANCHORAGE OF THE BARRIER WALL IS NOT REQUIRED WHEN THE BARRIER WALL IS PLACED IN A LOCATION THAT PROVIDES MORE THAN 8 FEET OF BRIDGE DECK BETWEEN THE FACE OF THE BARRIER WALL NEAREST THE EDGE OF THE BRIDGE DECK AND THE EDGE OF THE BRIDGE DECK UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
7. WHEN CONNECTING THE END OF A LINE OF TEMPORARY CONCRETE BARRIER WALL TO A STRUCTURE SUCH AS A PERMANENT CONCRETE BARRIER WALL OR A BRIDGE RAILING, INSTALL AND STABILIZE THE LAST 2 SECTIONS OF THE BARRIER WALL TO MINIMIZE MOVEMENT OF THE BARRIER ENDS AS DIRECTED BY THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION.
8. UTILIZE AND INSTALL ONLY THOSE TEMPORARY CONCRETE BARRIER WALLS DESIGNED FOR ANCHORAGE AND INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES" WHEN ROADWAY CONDITIONS NECESSITATE THE NEED FOR ANCHORAGE OF THE BARRIER WALL TO A BRIDGE DECK.
9. ONLY INSTALL ANCHORS ON THE TRAFFIC SIDE OF THE TEMPORARY CONCRETE BARRIER WALL. INSTALL EACH ANCHOR IN ACCORDANCE WITH SCDOT REQUIREMENTS REGARDING ANCHORAGE OF TEMPORARY CONCRETE BARRIER WALLS TO BRIDGE DECKS.
10. SMALL DELINEATORS (SIDE OF BARRIER WALL). ATTACH THE SMALL DELINEATORS, CIRCULAR OR RECTANGULAR SHAPED, TO THE SIDES OF THE TEMPORARY CONCRETE BARRIER WALL AS DETAIL IN THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION. EACH DELINEATOR SHALL HAVE A MINIMUM REFLECTORIZED SURFACE AREA OF 7 SQUARE INCHES. REFLECTORIZE THESE DELINEATORS WITH EITHER TYPE VI, VII, OR IX RETROREFLECTIVE SHEETING. MOUNT ALL DELINEATORS ON THE BARRIER WALL WITH MECHANICAL ANCHORS. ADHESIVE BONDING METHODS ARE PROHIBITED FOR ATTACHMENT OF THE SMALL DELINEATORS TO THE BARRIER WALL. ON 10 FOOT, 12 FOOT, 12 1/2 FOOT BARRIER WALLS, INSTALL TWELVE MONO-DIRECTIONAL DELINEATORS ON EACH SECTION OF BARRIER WALL IN AN APPROACH TAPER (TAPER SECTION) AND ONE MONO-DIRECTIONAL DELINEATOR ON EACH SECTION OF BARRIER WALL IN A LINE OF BARRIER WALL THAT IS PARALLEL TO THE ADJACENT ROADWAY (TANGENT SECTION). ON 20 FOOT BARRIER WALLS, INSTALL TWENTY-ONE MONO-DIRECTIONAL DELINEATORS ON EACH SECTION OF BARRIER WALL IN A LINE OF BARRIER WALL IN AN APPROACH TAPER (TAPER SECTION) AND TWO MONO-DIRECTIONAL DELINEATORS, ONE 5 FEET FROM EACH END, ON EACH SECTION OF BARRIER WALL IN A LINE OF BARRIER WALL THAT IS PARALLEL TO THE ADJACENT ROADWAY (TANGENT SECTION). THE DELINEATORS SHALL BE THE SAME COLOR AS THE ADJACENT EDGE LINE, I.E., WHITE ON THE TRAVELWAY RIGHT AND YELLOW ON THE TRAVELWAY LEFT. THE CONTRACTOR SHALL MAINTAIN AND REPLACE DAMAGED OR MISSING UNITS. ALL COSTS FOR FURNISHING, INSTALLING, AND MAINTAINING THE SMALL DELINEATORS SHALL BE INCLUDED IN THE PRICE BID ITEM FOR TEMPORARY CONCRETE BARRIER WALL.
11. LARGE DELINEATORS (TOP OF BARRIER WALL). ATTACH THE LARGE DELINEATORS, CIRCULAR DISCS OR RECTANGULAR PANELS, TO THE TOPS OF THE TEMPORARY CONCRETE BARRIER WALL AS DETAIL IN THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION. EACH CIRCULAR DISC SHALL HAVE A MINIMUM REFLECTORIZED SURFACE AREA OF 80 SQUARE INCHES. EACH RECTANGULAR PANEL SHALL HAVE A MINIMUM REFLECTORIZED SURFACE AREA OF 72 SQUARE INCHES. REFLECTORIZE THESE DELINEATORS WITH EITHER TYPE VI, VII, OR IX RETROREFLECTIVE SHEETING. FABRICATE EACH CIRCULAR DISC FROM 0.080-0.081 TO ALUMINUM WITH A DIAMETER OF 8 INCHES. ATTACH EACH CIRCULAR DISC TO A 1/2 INCH ALUMINUM ANGLE FOR MOUNTING ON TOP OF THE BARRIER WALL. FABRICATE THE RECTANGULAR PANELS FROM EITHER A HIGH DENSITY POLYETHYLENE PLASTIC OR A HIGH IMPACT THERMOPLASTIC MATERIAL WITH A DIMENSION OF 6 INCHES WIDE BY 12 INCHES HIGH. ACCEPTABLE RECTANGULAR PANELS SHALL BE INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES". IF NECESSARY, ATTACH EACH RECTANGULAR PANEL TO SUPPLEMENTAL MOUNTING HARDWARE AS RECOMMENDED BY THE MANUFACTURER FOR MOUNTING ON THE BARRIER WALL. MOUNT ALL CIRCULAR DISCS AND RECTANGULAR PANELS TO THE BARRIER WALL WITH MECHANICAL ANCHORS. ADHESIVE BONDING METHODS ARE PROHIBITED FOR ATTACHMENT OF THE LARGE DELINEATORS TO THE BARRIER WALL. ON 10 FOOT, 12 FOOT, AND 12 1/2 FOOT BARRIER WALLS, INSTALL ONE LARGE DELINEATOR ON EACH SECTION OF BARRIER WALL IN AN APPROACH TAPER (TAPER SECTION) AND ON EVERY OTHER SECTION OF BARRIER WALL IN A LINE OF BARRIER WALL THAT IS PARALLEL TO THE ADJACENT ROADWAY (TANGENT SECTION). ON 20 FOOT BARRIER WALLS, INSTALL TWO LARGE DELINEATORS, ONE 5 FEET FROM EACH END, ON EACH SECTION OF BARRIER WALL IN A LINE OF BARRIER WALL IN AN APPROACH TAPER (TAPER SECTION) AND ONE LARGE DELINEATOR ON EACH SECTION OF BARRIER WALL IN A LINE OF BARRIER WALL THAT IS PARALLEL TO THE ADJACENT ROADWAY (TANGENT SECTION). THE DELINEATORS SHALL BE THE SAME COLOR AS THE ADJACENT EDGE LINE, I.E., WHITE ON THE TRAVELWAY RIGHT AND YELLOW ON THE TRAVELWAY LEFT. THE CONTRACTOR SHALL MAINTAIN AND REPLACE DAMAGED OR MISSING UNITS. ALL COSTS FOR FURNISHING, INSTALLING, AND MAINTAINING THE LARGE DELINEATORS SHALL BE INCLUDED IN THE PRICE BID ITEM FOR TEMPORARY CONCRETE BARRIER WALL.
12. COLOR EACH SECTION OF THE TEMPORARY CONCRETE BARRIER WALL "BRIGHT WHITE". OBTAIN THE COLORATION BY COATING OR PAINTING. THE FINISH ON EACH SECTION OF BARRIER WALL SHALL BE LIKE NEW WITH NO CHIPS, PEEL AREAS, OR DISCOLORATION. THE FINISH SHALL BE SMOOTH TO MINIMIZE ADHESION OF ROADWAY PARTICLES. IF THE FINISH CHIPS, PEELS, OR BECOMES DISCLOSED, THE CONTRACTOR SHALL RECOAT OR REPAINT THE DEFECTIVE SECTIONS OF BARRIER WALL OR REMOVE AND REPLACE THE DEFECTIVE SECTIONS OF BARRIER WALL AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL RECOAT OR REPAINT PREVIOUSLY COATED OR PAINTED SECTIONS OF BARRIER WALL PRIOR TO PLACEMENT ON THE JOB SITE.
13. REFER TO THE DETAILS, NOTES, AND QUANTITY ITEMS AS PROVIDED AND SPECIFIED BY THE STANDARD SPECIFICATIONS, RELATIVE SUPPLEMENTAL SPECIFICATIONS, THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION, THE SPECIAL PROVISIONS, THE PLANS, AND THE ENGINEER FOR THE NECESSARY TRAFFIC CONTROL FOR INSTALLATION, MAINTENANCE, AND REMOVAL OF THE TEMPORARY CONCRETE BARRIER WALL.
14. DURING HIGH SPEED WIND IMPACTS GREATER THAN 10 DEGREES, A DEFLECTION OF THE BARRIER WALL IS LIKELY TO OCCUR. HOWEVER, DEFLECTION OF THE BARRIER WALL MAY OCCUR DURING ANY IMPACT. THEREFORE, DO NOT PLACE EQUIPMENT, MATERIALS, OR ALLOW PERSONNEL ON FOOT TO WORK WITHIN 6 FEET OF THE BARRIER WALL WHEN SPACE IS AVAILABLE TO MINIMIZE RISK FACTORS TO WORKERS AND MOTORISTS PASSING ADJACENT TO THE BARRIER WALL.
15. THE PAY ITEM SHALL BE LISTED AS: TEMPORARY CONCRETE BARRIER _____ LF.

SPEED LIMIT	PERFORMANCE REQUIREMENTS
45 MPH & BELOW	TEST LEVEL B
50 MPH TO 60 MPH	TEST LEVEL B 180 MPH
65 MPH TO 70 MPH	TEST LEVEL B 170 MPH

WORK ZONE TRAFFIC CONTROL ENGINEER



SIGNATURE

4-7-2010

DATE

6			
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1	4-8-10	JCS	NOTES UPDATE
0	8-15-07	JCS	DRAWING NO. UPDATE
#	DATE	DR	DESCRIPTION

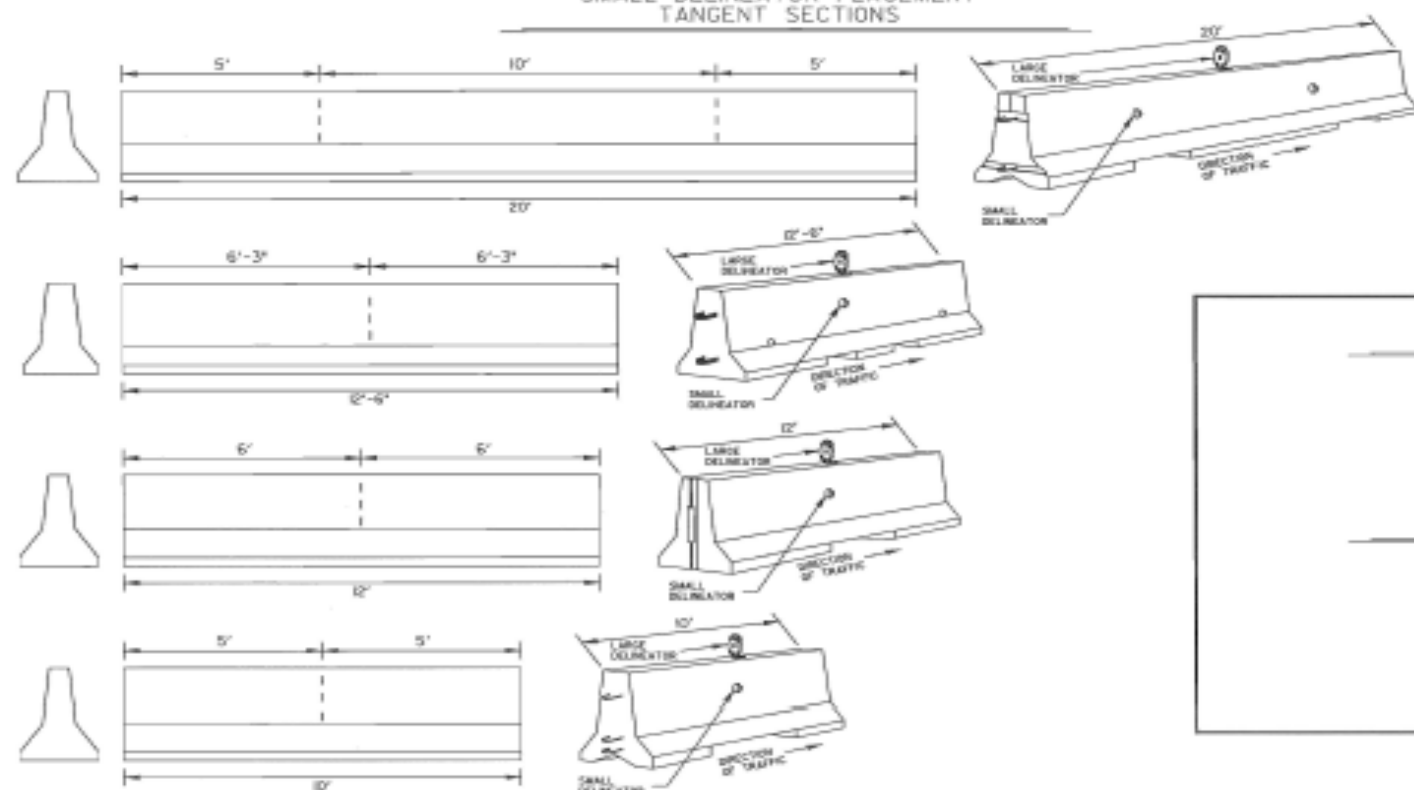


STANDARD DRAWING

TEMPORARY CONCRETE BARRIER
GENERAL NOTES

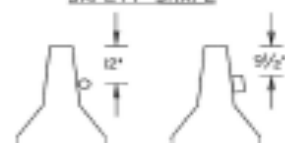
605-105-00

SMALL DELINEATOR PLACEMENT TANGENT SECTIONS

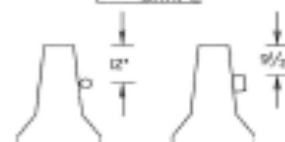


SMALL DELINEATOR PLACEMENT TANGENT SECTIONS

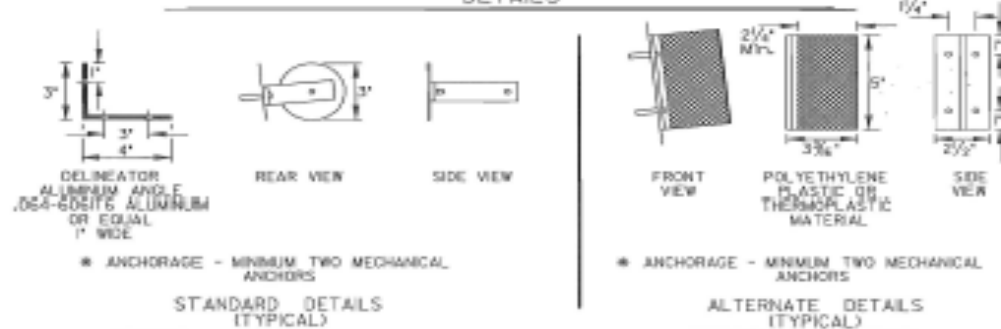
SAFETY SHAPE



E - SHAPE



SMALL DELINEATOR DETAILS



NOTES:

- REFLECTORIZED ALL DELINEATORS, LARGE AND SMALL, WITH EITHER TYPE VI, VII, OR B PRISMATIC RETROREFLECTIVE SHEETING. TYPE B HIGH INTENSITY RETROREFLECTIVE SHEETING IS NOT APPROVED FOR REFLECTORIZATION OF THESE DELINEATORS.
- THE CONTRACTOR MAY SELECT SPECIFIC PLACEMENT LOCATION OF THE DELINEATORS ON EACH SECTION OF TEMPORARY CONCRETE BARRIER WALL IN A TANGENT SECTION. HOWEVER, IN A LINE OF TEMPORARY CONCRETE BARRIER WALL IN A TANGENT SECTION, MAINTAIN THE HORIZONTAL SPACING INTERVALS BETWEEN THE DELINEATORS AS ILLUSTRATED ABOVE.

REFERENCES

WORK ZONE TRAFFIC
CONTROL ENGINEER



SIGNATURE
4-7-2010
DATE

1	4-6-10	JCS	NOTE UPDATE
2	8-8-01	JCS	DRAWING NO. UPDATE
3	ONE	OK	DESCRIPTION

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

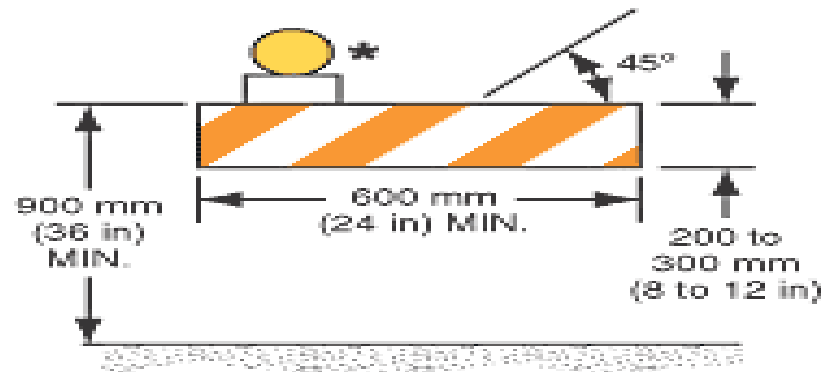
STANDARD DRAWING

TEMPORARY
CONCRETE BARRIER
SMALL DELINEATORS
TANGENT SECTION
INSTALLATION &
PLACEMENT

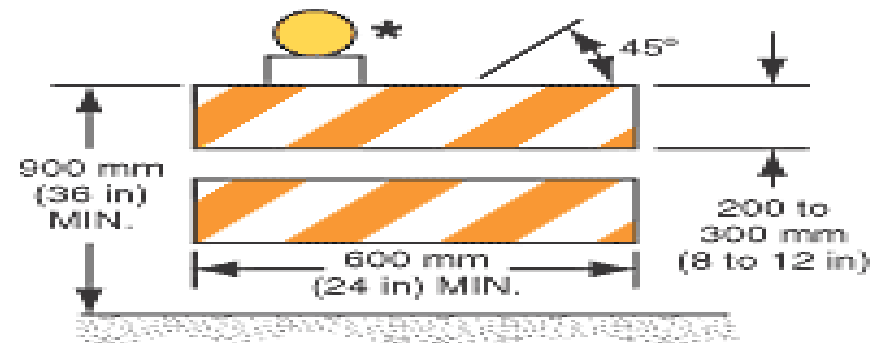
605-120-02

EFFECTIVE LITTING DATE: AUGUST 2010

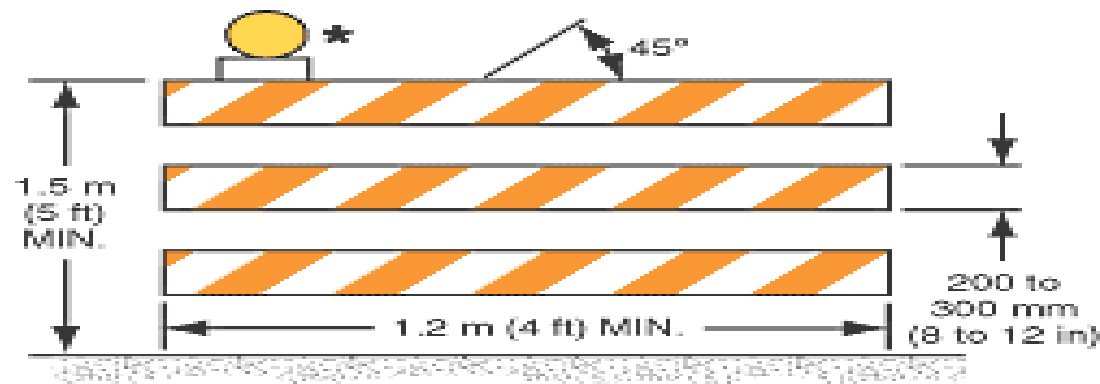
Figure 6F-7. Channelizing Devices (Sheet 2 of 2)



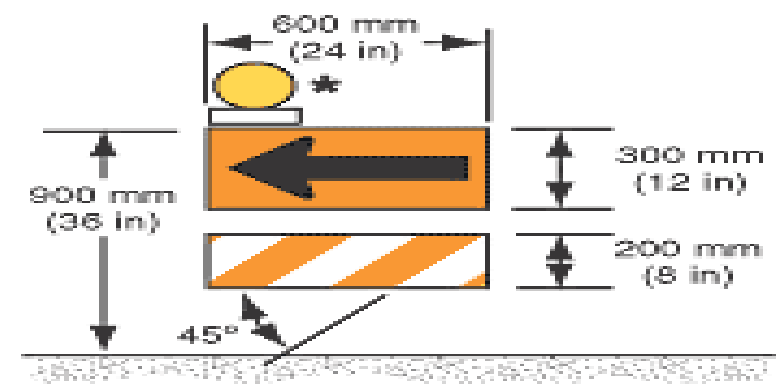
TYPE I BARRICADE **



TYPE II BARRICADE **



TYPE III BARRICADE **



DIRECTION INDICATOR BARRICADE **

- * Warning lights (optional)
- ** Rail stripe widths shall be 150 mm (6 in), except that 100 mm (4 in) wide stripes may be used if rail lengths are less than 900 mm (36 in). The sides of barricades facing traffic shall have retroreflective rail faces.

Note: If barricades are used to channelize pedestrians, there shall be continuous detectable bottom and top rails with no gaps between individual barricades to be detectable to users of long canes. The bottom of the bottom rail shall be no higher than 150 mm (6 in) above the ground surface. The top of the top rail shall be no lower than 900 mm (36 in) above the ground surface.