# HIGHWAY FACTORS GROUP CHAIRMAN'S FACTUAL REPORT

**Highway Attachment – Guidelines on Rolling Roadblocks for Work Zone Applications**

**Palm Springs, CA**

**HWY17MH005**

(29 pages)

workzonesafety.org

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Library of Resources to Improve Roadway Work Zone Safety for All Roadway Users







# Guidelines on Rolling Roadblocks for Work Zone Applications

**July 2013**

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ATSSA SAFER ROADS SAVE LIVES

U.S.Department of Transportation Federal Highway Administration

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# What Is a Rolling Roadblock?

A rolling roadblock is a method of temporary traffic control that is used to slow or stop traffic as a means of temporarily removing traffic from a roadway. The rolling roadblock closes all lanes of traffic by using pacing vehicles to create a gap so that construction activities can be performed. Rolling roadblocks are used for short term work where long term road closures using temporary traffic control devices (TTCD) are not needed. Activities that may warrant the use of a rolling roadblock include, but are not limited to:

- Setting bridge beams;
- Placing overhead sign structures; or
- Pulling wires or cables across the roadway.

These activities could be an inherent danger to the motoring public in that they are performed on or above

the roadway where traffic is present . Removing the traffic from the work area removes the risk for the motorist if some unexpected mishap should occur, such as a bridge beam being dropped. The Maryland State Highway Administration's Policy for use of rolling roadblocks also cites use based on the need to slow traffic due to abrupt lane shifts or hazardous conditions requiring reduced speed.[2]

*Separation of Traffic and Construction in Canada Averted Safety Issues from a Bridge Beam Collapse*[1]

A rolling roadblock requires one blocking/pacing vehicle per lane of traffic, a clearing vehicle, and an advance warning vehicle. The following describes the functions of the vehicles used to control a rolling roadblock.

- **Blocking/pacing vehicles** – These vehicles travel side by side, one in each lane, to keep traffic blocked behind them as they move down the road. These may be law enforcement or work vehicles equipped with flashing lights and/or changeable message signs. A minimum speed of 10 mph with speeds of 20-30 mph is the preferred speed for the pacing operation. In at least one State, a single law enforcement vehicle has also been used for this function by driving in a back and forth weaving motion across all lanes of traffic to block traffic.
- **Advance warning vehicle (optional)** – If used, this vehicle would be a law enforcement vehicle and would remain on the shoulder of the road with flashing lights on at the location where the blocking/pacing begins. The purpose of this vehicle is to alert traffic to the slowed traffic ahead. In addition, if a queue forms beyond the advance warning vehicle's location, the officer can back down the shoulder warning and slowing traffic to help prevent rear end collisions.

- **Lead/Clearing vehicle** – After the traffic has been blocked, this vehicle travels through the pacing distance to verify that all traffic has cleared. It would stop short of the actual work area to block any errant vehicle.

## Where Rolling Roadblocks are Used

Rolling roadblocks are used for short term work on high-volume/high-speed urban and rural freeways and other multi-lane access controlled facilities where traffic would normally flow unimpeded in the absence of other traffic control devices. A rolling roadblock typically slows traffic while the work is being done, which increases safety and reduces the number of crashes caused by roadway construction activities by allowing traffic to continue moving at a reduced speed rather than coming to a complete stop.

Rolling roadblocks may be used on other roadways, but in most cases other traffic control techniques may be more appropriate. Roadways such as major arterials or state roads usually have signalized or stop-controlled intersections and, as such, occasional stops or delays are not uncommon. Also, detouring traffic can be an option for these locations.

## Planning and Coordinating a Rolling Roadblock

Those planning, designing and maintaining a roadway should recognize when a rolling roadblock is required; in other words, when the activity needs to be performed in the absence of traffic.

### Temporary Traffic Control (TTC) Details

- The specific work activities, where they will occur, times of day and days of the week when a rolling roadblock will

be permitted should be clearly detailed in the TTC plans or technical specifications.

*A Rolling Roadblock Using Maintenance Vehicles with PCMS and Arrow Panels*

- As part of the TTC plan, an emergency plan should also be developed to handle traffic should some unforeseen circumstance occur, such as work requiring considerably more time than expected, an accident on the work site such as a dropped beam, a medical emergency with a motorist, etc. Planners and designers should pay special attention to possible ways to detour or clear traffic if needed.
- Whether the work is being performed by a contractor or by the agency's own employees may affect the way the effort is coordinated.
- An advance planning meeting with all participants should be held two to three weeks in advance to define everyone's responsibilities and make sure those activities required for accomplishing the task will be in place for the event. This meeting will also establish the lines of communication between the parties involved and determine the lead coordinator and points of contact for others participating in the actual rolling roadblock.
- A final meeting among the participants before the activity is recommended to make sure all requirements for the rolling roadblock have been implemented.
- A rolling roadblock is normally performed during non-peak traffic hours, those times when the traffic volumes are at their lowest on the roadway. In most cases, this is during nighttime hours.
- The rolling roadblock is normally performed by law enforcement officers in patrol cars; however, the same effect would result from using other personnel in official vehicles. Most highway agencies have agreements with their law enforcement providers

for these types of services and in some cases it is a reimbursable expense for the highway agency.

- If the rolling roadblock is performed as part of a contract, it needs to be specified in the contract whether the rolling roadblock will be performed at the contractor's expense.
- A successive rolling roadblock should not be started until traffic from the preceding rolling roadblock has been cleared.

## Communicating with the Public and Other Agencies

*Photo courtesy Washington State DOT*

- Agencies should advise the public in advance as to when the rolling roadblock will be performed. A minimum of two weeks prior to the beginning of the rolling roadblock operation, a notification with the date and time the operation is to begin should be provided to the head of the agency, agency traffic engineer, the agency's public information officer, and the law enforcement agency.
- Press releases should also be provided to radio and television stations, newspapers, and the agency's web site (see Appendix B for a sample press release).
- Fire stations and other emergency response agencies should also be notified of the roadblock.
- Each agency should develop a contact list to make sure all notifications are made; determine who is responsible for making contact, and detailing any notifications that are the contractor's responsibility (see Rolling Roadblock Planning Checklist below).
- Portable changeable message signs (PCMS) should also be made available with appropriate messages at a minimum of a week in advance of the roadblock.

- On the day of the activity the (PCMS) should be updated to show that the operation is to be performed that day (or night) and the hours during which it will occur.
- Any permanent message boards within the activity area should also be used to advise the motorist of the activity and if appropriate advise motorist to use alternate routes.
- The timing of the rolling roadblock should be coordinated with any large traffic generators in the area, such as hospitals or large manufacturing companies, to avoid interfering with any shift changes that might create spikes in traffic.

# Rolling Roadblock Planning Checklist

A Sample Rolling Roadblock Checklist has been included on the next page to provide guidance for states to use as a starting point in developing their own checklist. Each state or agency has unique requirements which should be included on the checklist to ensure that the planning and execution of a rolling roadblock is successful.

**Rolling Roadblock Planning Checklist**

Location, description of project:_____

Advance planning meeting conducted on:_____

Reason for rolling roadblock:_____

Date and time for rolling roadblock (s):_____

Number of rolling roadblocks needed:

_____

Same day:_____

Mutliple days:_____

# of Lanes_____

Public Communication plan:_____

Press release (person responsible and date of release):_____

Newspapers:

_____

Television stations:_____

Web page:_____

Portable changeable message signs (# of locations):_____

Other:_____

Notification to emergency management (person responsible; list of contacts; and written notification recommended):_____

Fire departments:_____

Ambulance:_____

Others:_____

Contact list:

_____

Who is in charge?

_____

Contractor_____

Agency_____

Person responsible for coordinating the Rolling Roadblock at the work area:

Pacing vehicles provided by:_____

Contractor_____

Agency_____

Law Enforcement_____

Contractor contact:_____

Law enforcement contact:_____

Agency contacts:_____

Design:_____

Construction personnel:_____

Other:_____

Temporary traffic control devices provider:

_____

# Executing the Rolling Roadblock

## Site Preparations

In order to assure that no traffic is on the highway and a gap has been created, any ramps coming onto the highway will also have to be closed. The crossroads with these ramps may also warrant the use of changeable messages signs advising of the closures depending on whether the crossroad and ramp have heavy traffic and if other alternate routes are not easily available.

The contractor should have all materials on site that will be required to complete the work activity during the time allotted for the rolling roadblock. If there are certain work activities that need to be completed prior to start of the rolling roadblock operation, the activities should be clearly detailed in the plans. Prior to initiating the rolling roadblock, the contractor should position all equipment that is not required for this operation to a safe distance away from the pertinent section of roadway. Any equipment that may need to be placed on site should be located in a closed lane or on the shoulder of the roadway prior to the work operation and should be separated from traffic with appropriate positive protection measures.

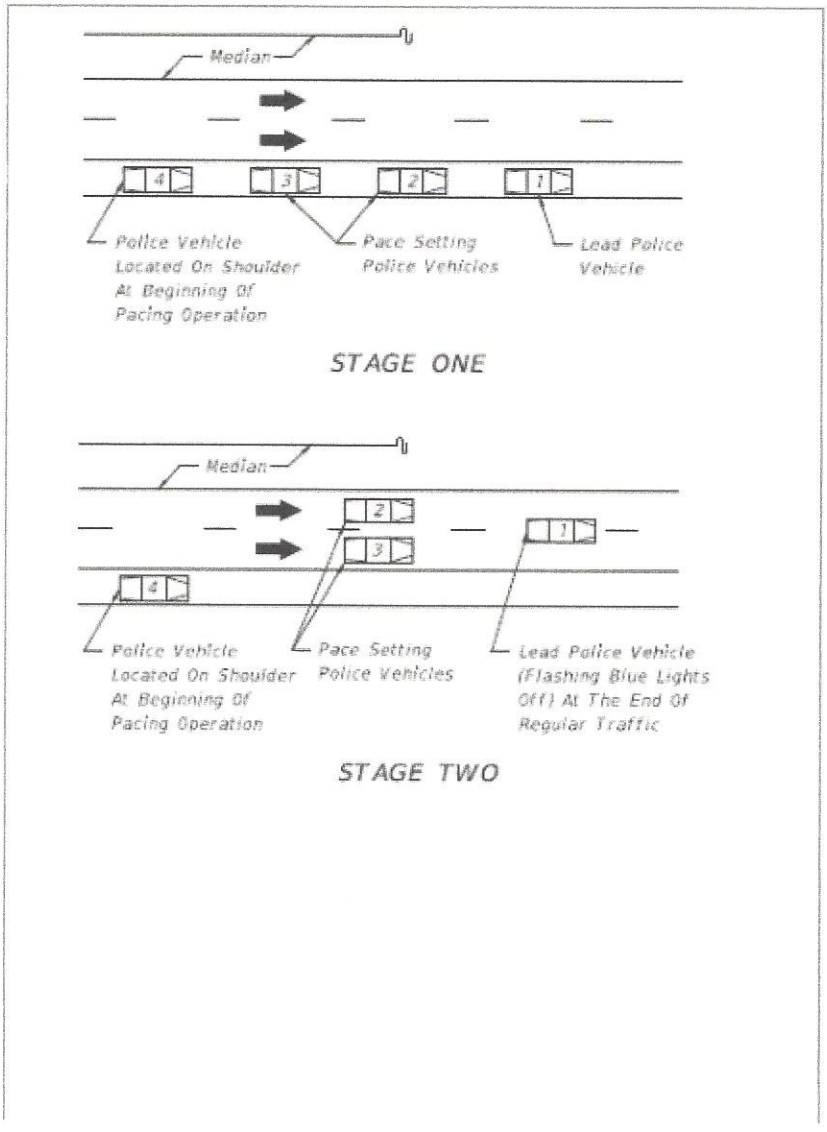
The lead coordinator of the rolling roadblock should be a trained person such as a traffic control supervisor. On the day of the planned work, this individual should make sure all activities and necessary equipment to accomplish the work and the rolling roadblock are in

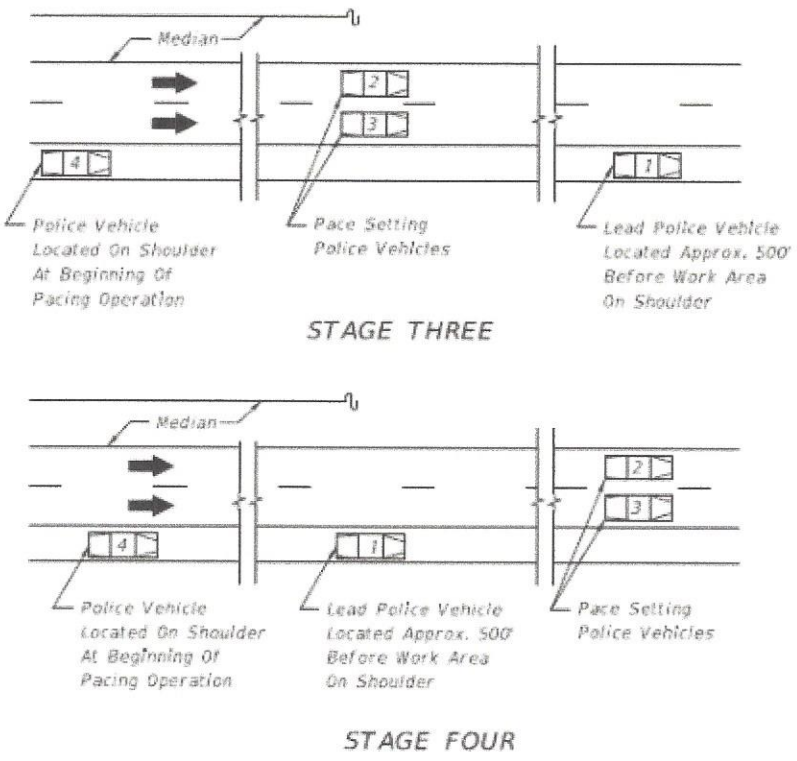
place. The coordinator should be stationed at the work area throughout the pacing operation and maintain radio communication with the contractor and all the vehicles involved in the blocking/pacing operation.

## Initiating the Operation

This description follows the Florida DOT guidance on initiating a rolling roadblock operation. This basic description is illustrated by the figure below. Important parameters for the rolling roadblock operations include initial distance to the work operation from the pacing vehicles, along with speed of the pacing vehicles in order to maintain appropriate time for the work operation to be completed safely. See Appendix A for Florida DOT's Pacing Distance Calculations.

**Stage One** of the






*Source: Florida Department of Transportation, Traffic Pacing Guide, n.d. Available at: http://www.dot.state.fl.us/rddesign/MOT/MOT.shtm*

operation begins with all vehicles in the rolling roadblock operation being positioned on the shoulder of the road at the total pacing distance from the work area with flashing lights off.

**Stage Two** begins, after receiving the signal from the lead coordinator, with the pacing and lead vehicles entering the traffic stream. During this stage, the pacing vehicles get into side-by-side positions in the travel lanes, slowing traffic behind them. Once in position, the pacing vehicles turn their flashing lights on and slow to the specified speed.

**Stage Three** begins when the lead vehicle, which has its lights off, reaches the work area and stops prior to the work area to block any errant vehicle which may have circumvented the pace setting vehicles. At this point, the lead vehicle turns its flashing lights on.

**Stage Four** begins when the pace setting vehicles are within two miles of the work area, at which point they must notify the lead

coordinator of their position. If the work is completed and the work space is cleared, the pace setting vehicles would proceed through the cleared work area and immediately move to the right shoulder.

If the timing and pacing of the operation is successful, traffic should not have to stop. However, if the work takes longer than expected or the pacing was off speed, the pacing vehicles may have to stop traffic until the work is completed.

Some operations, such as setting bridge beams, could require one or more rolling roadblocks to complete the work. When more than one pacing operation is required in one work period, the contractor should allow sufficient time between pacing operations to permit traffic to return to normal speeds and flow upstream of the work space prior to beginning the next pacing operation.

# Items for Consideration

When a rolling roadblock is used, the following considerations should be taken into account when planning the operation.

- The use of law enforcement officers and vehicles is more effective than using other vehicles because motorists tend to obey and respect law enforcement vehicles more than agency or contractor vehicles.
- If other vehicles are used as pacing vehicles instead of law enforcement, they may need to straddle the lane and shoulders to effectively block passing on the shoulder by aggressive motorists.
- The shorter the duration of the closure required, the more viable a method the rolling roadblock becomes.
- If there are numerous interchanges within the limits of the pacing operation, the operation may have to be shortened and the rolling roadblock could become a method of simply stopping traffic instead of slowing traffic.

## Other Alternatives

While a rolling roadblock is an option that should be considered on high-speed, high-volume freeways, other options are available, and the merits and disadvantages of each should be thoroughly considered when making a decision as to how to manage an operation that requires a cleared roadway. Other options include:

- Closing all lanes except one using normal lane closure procedures and then using a law enforcement officer to block the remaining lane for the duration of the time required. This requires numerous traffic control devices and manpower to set up the closure or closures. It also stops all traffic for a period of time, which creates a queue upstream that can make back-of-queue incidents more likely. (See the *Guidelines for Treating Back of Queue Safety Hazards* on the Work Zone Safety Information Clearinghouse for best practices in reducing queue-related incidents.)
- If the work requires closure at a diamond type interchange, it is possible to close all lanes except for one and to allow traffic to use the interchange ramp exits as a detour. Note that this option depends on the geometry of the interchange intersections, which would determine whether traffic could cross through the intersections.

Regardless of the option used, the magnitude of advance planning, signing, and notification is fundamentally the same as that required for a rolling roadblock.

# Appendix A. Pacing Distance Calculations

The following information is taken from Florida Department of Transportation's Traffic Pacing Guide, which can be accessed in its entirety at: http://www.dot.state.fl.us/rddesign/MOT/MOT.shtm

## Traffic Pacing General Notes

1. Install ROAD CLOSED (W20-3) signs approximately 1000′ prior to the work area. These signs shall remain covered until the pacing operation begins and be covered again when the pacing operation has ended.
2. Prior to requesting that the traffic control officer supervisor initiate the pacing operation, the contractor shall ensure that the necessary equipment is properly positioned (off the roadway) for the construction activity requiring the traffic pacing operation.
3. Truck mounted attenuator(s) with changeable message sign(s) are required to protect workers and/or equipment positioned in a travel lane(s) at the work area during the pacing operation from an errant vehicle. If no workers and/or equipment are positioned in a travel lane(s) at the work area, truck mounted attenuator(s) are not required.
4. A traffic control officer supervisor shall be stationed at the work area continuously throughout the pacing operation to insure radio communications between the contractor and/or the project administrator, and all the police vehicles involved in the pacing operation.
5. When more than one pacing operation is required in one work period the contractor shall allow sufficient time between pacing operations to permit traffic to return to normal/speeds and flow. Additional time may be required between pacing operations to allow traffic to resume normal speeds and flow upstream of the work area as determined by the project administrator or traffic control officer supervisor.

## Traffic Control Plans or Technical Specification

1. The specific activities and locations, along with allowable times of day and days of the week, when pacing will be allowed should be clearly detailed in the traffic control plans or technical specification. If there are specific holiday or special event dates that, due to anticipated traffic congestion, pacing operations should not be allowed, these dates should also be spelled out in plans or specifications. When detailing the specific activities and locations of pacing activities, identify the minimum number of

traffic control officers needed for each function and location of the pacing operation. If there are certain work activities that need to be completed prior to the contractor starting the work anticipated during the pacing operation, the activities should be clearly detailed in the plans or technical specification.

2. When developing a pacing plan, failsafe "stop points" should be identified for those work operations in which a construction problem could create a condition that could not be immediately cleared. A failsafe stop point is the last safe egress from the highway facility prior to traffic coming upon the work that is being completed during the operation. In the unlikely event that the work is not completed during the time estimated for the pacing, the plans or specification should direct the pacing not to proceed past the failsafe stop point until the highway is cleared. In the event of a major construction problem that cannot be immediately cleared, traffic can then be diverted off the facility.
3. The traffic control plans or technical specification should require the contractor to submit a pacing plan in advance of the operation. The pacing plan should outline the contractors expected equipment and personnel, outline the operation, and include a contingency plan should any of the contractor's critical equipment break down. If the project includes a damage recovery clause, the traffic control plan or technical specification should be clear that the damage recovery applies to the pacing operation as well.
4. Changeable message signs shall be displayed one week prior to work using messages described in the traffic pacing plan. The number and location of changeable message signs shall be called out in the traffic control plans.

## Design Considerations:

The design shall evaluate the actual distance required for the pacing operation based on site specific features such as: roadway geometrics, pacing speeds, regulatory speeds, interchange spacing, work duration, availability of traffic control officers, traffic volumes and maximum queue length.

The starting point of a traffic pacing operation must consider the following factors: the speed of the pacing vehicles, the location of entrance ramps, and horizontal and vertical alignment of the facility.

In some cases it may be necessary to close a lane at the work site to position a crane(s) and the materials to be lifted. All material to be installed shall be on-site before the traffic pacing operation begins.

It may be necessary to install temporary barrier walls to protect pre-positioned and assembled materials in the right of way.

The **minimum speed allowed** for a pacing operation is10 mph, with 20 mph the preferred speed.

The **maximum allowed work duration** is ½ hour (30 minutes).

The **maximum practical pacing operation length** is 10 miles.

" $S_r$ = *Regulatory speed (mph)*
$S_p$ = *Pacing speed (mph)*
$t_w$ = *work duration (min)*

L = Total pacing distance in miles

$$L = \frac{t_w}{60} S_p \left( \frac{S_p}{S_r - S_p} + 1 \right)$$

$$L = L_c + L_w$$

$L_c$ = distance paced vehicles must travel before the vehicles at regulatory speed have cleared the work zone.

$$L_c = \left( \frac{\frac{t_w}{60} \times S_p^2}{S_r - S_p} \right)$$

$L_w$ = distance paced vehicles travel while work is performed

$$L_w = \left(\frac{t_w}{60} \times S_p\right)$$

FHV = Heavy Vehicle Factor (where $P_t$ = % trucks)

$$F_{HV} = 1 + \left(\frac{P_t}{100} \times 0.5\right)$$

## Traffic Pacing Distances

| Regulatory Speed | Total Time Allowed for Work Activity (minutes) | | | | | |
|---|---|---|---|---|---|---|
| | 5 | 10 | 15 | 20 | 25 | 30 |
| 70 | 2.3 | 4.7 | 7 | 9.3 | * | * |
| 65 | 2.4 | 4.8 | 7.2 | 9.6 | * | * |
| 60 | 2.5 | 5 | 7.5 | 10 | * | * |
| 55 | 2.6 | 5.2 | 7.9 | * | * | * |
| 50 | 2.8 | 5.6 | 8.3 | * | * | * |

* Site-specific design required.

Notes: The time allowed for work activity starts just after the last vehicle traveling at the pre-pacing regulatory speed clears the work area and ends just as the pacing operation reaches the work area. The time allowed for work must include the time required to clear the roadway of equipment, materials, and personnel.

Demand volume may not exceed 1,750 pcphpl (passenger cars per hour per lane) without a site-specific design. Traffic counts can be obtained from the office of Planning, or you may need to collect traffic counts. Hourly directional traffic volumes must be converted to pcphpl using the following:

$$pcphpl = \left(\frac{Hourly\ Directional\ Volume}{\#\ Lanes\ (each\ direction}\right) \times Heavy\ Vehicle\ Factor$$

For additional guidance for site-specific designs, refer to the Plans Preparation Manual, Volume 1, Chapter 10.

# Appendix B. Example Press Releases

## ROLLING ROADBLOCK SCHEDULED EARLY FRIDAY ON I-40[3]

POSTED: February 28, 2013

PRESS RELEASE

RALEIGH – The N.C. Department of Transportation will conduct a rolling roadblock on Interstate 40 in both directions between mile markers 153-154 for one hour early Friday, March 1, weather permitting, as part of the Interstate 40/77 interchange improvement project.

The rolling roadblock is necessary for crews with Zachry Construction to pull a power line across both sides of the interstate east of Statesville. The work is scheduled to begin at 4:30 a.m. and be completed by 5:30 a.m.

NCDOT reminds motorists to watch signs for construction information, stay alert and obey the posted speed limit. Follow the project on Twitter (#DOTStatesville) on NCDOT's Eastern Mountain feed.

**********

## ROLLING ROADBLOCKS ON I-75 NORTHBOUND

**Between SR 725 and Dryden Road**

Montgomery County (Sunday, November 20, 2011) – Rolling roadblocks will be in effect on I-75 northbound between SR 725 and Dryden Road beginning Sunday, November 20th at 8 pm. These roadblocks will be intermittent and brief in nature. The rolling roadblocks are scheduled for completion Monday, November 21st at 5 am.

These closures are due to a contractor removing temporary barrier wall and replacing pavement markings in that area. This work is part of the I-75 traffic pattern switch at that location.

Arrow boards and signs will be in place prior to the work zone to alert motorists of the upcoming rolling roadblocks. Law enforcement will be on hand to monitor traffic flow.

Safety is a top priority at ODOT. To help ensure the safety of the construction workers as well as the traveling public, motorists should remain alert, reduce their speed and watch for stopped traffic while passing through the work zone.

All work is weather permitting.

**********

## ROLLING ROADBLOCK ON I-65 NORTHBOUND AND SOUTHBOUND

**Blasting Operation Continues between the I-20/59 & I- 65 Interchange and Walkers Chapel Road**

BIRMINGHAM, Ala. – Work continues on Interstate 65 as part of the Alabama Department of Transportation's project to build an interchange to connect I-65 to Corridor X in Jefferson County.

Weather permitting, Tuesday, September 13 and Thursday, September 15 at 1:30 p.m., blasting operations will continue on I-65 between Daniel Payne Drive (Exit 261) and Walkers Chapel Road (Exit 267).

A rolling roadblock by Alabama State Troopers and the City of Fultondale police will slow I-65 traffic in both directions, northbound and southbound between the I-20/59 & I-65 Interchange (Exit 261) and Walkers Chapel Road (Exit 267) until blasting is complete. This will take approximately 10 minutes to complete.

In the event of inclement weather, blasting will not take place.

Once completed, Corridor X will be an interstate highway between Birmingham and Memphis, TN. The scheduled completion date on the project is 2014.

A reduced speed limit of 45 mph is in effect throughout the work zone. Motorists are requested to consider using alternate routes, adjust arrival/departure times, observe work zone speed limits and other work zone signs, and use extreme caution in this area. ALDOT thanks motorists for their patience during this construction operation to improve Alabama's roadways.

For additional road closure information, visit www.dot.state.al.us.

# Appendix C. Colorado DOT Specifications for Rolling Roadblocks

## REVISION OF SECTION 630 ROLLING ROADBLOCK

**NOTICE**

This is a standard special provision that revises or modifies CDOT's Standard Specifications for Road and Bridge Construction. It has gone through a formal review and approval process and has been issued by CDOT's Project Development Branch with formal instructions for its use on CDOT construction projects. It is to be used as written without change. Do not use modified versions of this special provision on CDOT construction projects, and do not use this special provision on CDOT projects in a manner other than that specified in the instructions unless such use is first approved by CDOT's Standards and Specifications Unit. The instructions for use on CDOT construction projects appear below.

Other agencies which use the Standard Specifications for Road and Bridge Construction to administer construction projects may use this special provision as appropriate and at their own risk.

Instructions for use on CDOT construction projects:

Use in projects requiring rolling roadblocks, as recommended by the Region Traffic Engineer.

This special provision should be used in conjunction with Standard Plan S-630-7.

Section 630 of the Standard Specifications is hereby revised to include the following:

**DESCRIPTION**

This work consists of providing traffic pacing operation to motorists within the project area, as shown on the plans. It includes locating, providing roadside assistance and clearing traffic related incidents. The use of law enforcement officers shall be integrated into the Rolling Roadblock operations.

**MATERIALS**

Variable Message Signs (Portable) shall be in accordance with the Project Special Provision, Revision of Section 630, Portable Message Sign Panel.

**CONSTRUCTION REQUIREMENTS**

1. *Rolling Roadblock Plan*. The Contractor's Traffic Control Plan (TCP) shall include a roadblock operation plan (Pacing Plan). The Pacing Plan shall outline the Contractor's expected equipment and personnel, law enforcement personnel, an outline of the operation, and include a contingency plan should any of the Contractor's critical equipment break down. The

Pacing Plan shall also include the times of the days of the week that Rolling Roadblock activities will be performed, and specific activities and locations for each aspect of the Rolling Roadblock. If there is certain work activities that need to be completed prior to start of work the work anticipated during the rolling roadblock operation, the activities should be clearly detailed in the plans.

Rolling Roadblock operations shall not take place during holidays or special events, as described in the Traffic Control Plan – General, or as directed by the Engineer.

A minimum of two weeks prior to start of rolling roadblock operations, the Contractor shall provide the date and times that rolling roadblock operations are to begin to the Engineer, CDOT Region Traffic Engineer, CDOT Public Information Office and the Colorado State Patrol. Portable VMS signs shall be displayed one week prior to work with the messages shown on the plans.

2. *Design Considerations*. Contractor design of the Rolling Roadblock shall evaluate the actual distance required for the rolling roadblock operation, based on site specific features, such as: roadway geometrics, pacing speeds, regulatory speeds, interchange spacing, work duration, availability of law enforcement officers, traffic volumes, and maximum queue length. On-ramps and entrances between the beginning point of the pacing area and the work area shall be blocked using flaggers and traffic control devices until the pilot vehicle has passed. Two-way radios provide constant communication to pilot vehicles, contractor's workers, flaggers stationed at on-ramps, and the Engineer.

   The starting point of a rolling roadblock operation shall consider the following factors: the speed of the pacing vehicles, the location of entrance ramps, horizontal and vertical alignment of the facility.

   The minimum speed allowed for a rolling roadblock operation shall be 10 mph.

3. *Rolling Roadblock Operation*. Prior to start of the rolling roadblock, the Contractor shall move all equipment not required for this operation to a safe distance away from the pertinent section of roadway..

   The TCS shall be present throughout the rolling roadblock operation. Two-way radios shall be provided for constant communication between the Engineer, TCS, and law enforcement personnel.

**METHOD OF MEASUREMENT**

Rolling Roadblock Operation will be measured as the actual number of hours which this operation is used. If measured by the day, Rolling Roadblock Operation will be measured as the actual number of days, or part thereof, which this operation is used.

Temporary VMS signing will be measured and paid for in accordance with Section 630.

**BASIS OF PAYMENT**

Payment will be made under:

| Pay Item | Pay Unit |
|---|---|
| Rolling Roadblock | Day |
| Rolling Roadblock | Hour |

Payment for construction signing will be measured and paid for under the appropriate construction signing items.

Portable Variable Message Signs (VMS) as required will be measured and paid for in accordance with the project special provision, Revision of Section 630, Portable Message Sign Panel.

Traffic control officers and vehicles will be paid for in accordance with the project special provision, Revision of Section 630, Uniformed Traffic Control.

Payment for flaggers will be paid for under Pay Item 630, Flagging.

Payment for two-way radios will not be measured and paid for separately, but shall be included in the work.

Payment for temporary concrete barrier walls, if required, will not be measured and paid for separately but shall be included in the work.

Payment for mobile attenuator, if required, will not be measured and paid for separately but shall be included in the work.

# Appendix D. West Virginia DOT Special Provision for Rolling Roadblocks

## WEST VIRGINIA DEPARMENT OF TRANSPORTATION
## DIVISION OF HIGHWAYS

**SPECIAL PROVISION**
**FOR**
**STATE PROJECT NO. _____**
**FEDERAL PROJECT NO. _____**

**FOR SECTION 636**

**MAINTAINING TRAFFIC**

**ADD THE FOLLOWING SUBSECTION:**

**636.12 – ROLLING ROADBLOCK:**

Contractor shall employ two (2) or three (3) vehicles, as necessary, in tandem in one direction at a predetermined time and

predetermined speed as directed by the Engineer. The roadblock shall occur during non-peak hours as approved by the Engineer. Normally the speed shall be 35 MPH (65 KPH) as noted on the plans or as directed by the Engineer. There shall absolutely be no stopping of the Rolling Roadblock. Prior to instituting such, the roadway ahead shall be cleared of traffic as directed by the Engineer. The area of influence shall also be sealed off (all on-ramps or access intersections closed) by use of flaggers and/or contractors vehicles and/or Traffic Directors as necessary. The purpose is to seal off a certain work area and/or work function as designated in the plans so that the contractor can perform certain work without any interference from traffic. The Rolling Roadblock shall prevent any other vehicles from entering the above defined area by making all vehicles proceed at a slower speed than normal and forcing all vehicles to follow behind the two (2) or three (3) vehicles at their predetermined speed. Under no circumstances shall any other safety and traffic control device be compromised, in fact, they may have to be adjusted to accommodate such. Only one direction shall be affected at a time.

**ADD THE FOLLOWING SUB-SUB SECTION:**

**636.23.27 – Rolling Roadblock:** The Rolling Roadblock shall be on a per each basis and shall include all vehicles, flashing beacons, crews, and fuel.

Flagger and Traffic Director shall be paid at the unit price bid for the respective item. If the Traffic Director is one of the Rolling Roadblock vehicles, then the Traffic Director is incidental to Rolling Roadblock.

**636.25 – PAY ITEMS:**

ADD THE FOLLOWING:

| Item | DESCRIPTION | Unit |
|---|---|---|
| 636050 – * | ROLLING ROADBLOCK | * PER EACH |
| * – Sequence Number | | |

[1] http://www.vertikal.net/en/news/story/10344/

[2] http://www.sha.maryland.gov/OOTS/01Police.pdf

[3] This press release appears as received or obtained from the NCDOT with the exception of page/text/space/paragraph/general formatting details. Picture placement also excluded. Separate reports contained within the same press release may have also been removed. Additionally, the different pieces of the press release may have been re-arranged. Header and footer information has been removed. The information is NOT presented in a manner intended to mis-represent the information from the NCDOT.

ATSSA
SAFER ROADS SAVE LIVES

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**Topics:** Lane Closure; Short-term Stationary; Temporary Traffic Control; Traffic Control Plans