



Connecticut DOT

Number:

CD-2016-2

Bureau of Engineering and Construction

Date:

April 11, 2016

## CONSTRUCTION DIRECTIVE

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Construction Administrator

### **Work Zone Safety Rolling Road Block Procedure**

The procedures for installing and removing temporary lane closures using Rolling Road Blocks have been revised for the 2016 construction season. These new procedures have been coordinated with both the Connecticut Road Builders Association and the Connecticut State Police. The new procedures continue to allow for Rolling Road Blocks, but place limitations on their use as well as providing a pre-warning vehicle in advance of the sign pattern installation.

Please find attached the Rolling Road Block procedure. This procedure should be implemented on all projects which include the installation of temporary lane closures on limited access highways. It is recommended that a coordination meeting be convened by the project staff prior to implementing these procedures for the first time.

Implementing the procedures on individual projects will not require a construction order, as the procedures fall within the parameters of the existing specifications for Maintenance and Protection of Traffic. A construction order will be required for the Pre-warning vehicle – a truck mounted attenuator vehicle with a variable message board mounted to the back, rather than a flashing arrow.

The procedure allows some discretion to District offices, therefore project-specific concerns should be reviewed with District management.

Attachment

## **WORK ZONE SAFETY**

### **Rolling Road Block Procedure**

1. Temporary road closures using Rolling Road Blocks (RRB) will be allowed on limited access highways for operations associated with the installation and removal of temporary lane closures. RRB will be allowed for the installation and removal of lead signs and lane tapers only. The maximum duration of a RRB shall be limited to 15 minutes.
2. RRB may not start prior to the time allowed in the contract Limitations of Operation for sign pattern installation. Sign pattern removal must be complete prior to the time indicated in the Limitations of Operation for restoring the lanes to traffic.
3. On limited access highways with 4 lanes or more, a RRB may not start until the Limitations of Operation Chart allows a 2 lane closure. In areas with good sight lines and full shoulders opposite side lead signs should be installed in a separate operation.
4. Truck-Mounted Attenuators (TMAs) equipped with arrow boards shall be used to slow traffic to implement the RRB. State Police Officers in marked vehicles may be used to support the implementation of the RRB. The RRB will start by having all vehicles (TMAs and police vehicles) leave the shoulder or on-ramp and accelerate to a normal roadway speeds in each lane, then the vehicles will position themselves side by side and decelerate to the RRB speed on the highway.
5. Pre-warning Vehicle (PWV): An additional TMA equipped with a Portable Changeable Message Sign will be utilized to advise the motorists that sign pattern installation / removal is underway. The PWV will be stationed ½ mile ahead of traffic queue.
6. The RRB duration shall not exceed 15 minutes from start of the traffic block until all lanes are opened as designated in the Limitation of Operation chart. If the RRB duration exceeds 15 minutes on 2 successive shifts, no further RRB will be allowed until the Contractor obtains approval for a revised installation procedure from the respective construction District.
7. RRB will not be utilized to expand a lane closure pattern to an additional lane during the shift. The workers and equipment required to implement the additional lane closure should be staged from within the closed lane. Attenuator trucks (and State Police if available) should be used to protect the workers installing the taper in the additional lane.
8. Exceptions to these work procedures may be submitted to the District Office for consideration. A minimum of 2 business days should be allowed for review and approval by the District.
9. The RRB procedures (including any approved exceptions) will be reviewed and discussed by the inspection team and the Contractor in advance of the work. The implementation of

the agreed upon plan will be reviewed with the State Police during the Work Zone Safety meeting held before each shift involving temporary lane closures. If the State Police determine that alternative procedures should be implemented for traffic control during the work shift, the Department and Contractor will attempt to resolve any discrepancies with the duty sergeant at the Troop. If the discrepancies are unable to be resolved prior to the start of the shift, the work will proceed as recommended by the Trooper (within reason). Any unresolved issues will be addressed the following day.