

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.

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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

- (a) *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.

- (b) *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.

- (c) *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.

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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 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.