South Carolina Department of Transportation

Engineering Directive

Directive Number: **ED-32** **Effective: July 16, 2024**

Subject: **Hourly Restrictions for Lane Closures on Interstate and High Traffic Routes**

References: **None**

Primary Department: **Traffic Engineering**

This engineering directive defines the policy for allowing lane closures on interstate and high traffic routes to mitigate the impacts to traffic flow due to construction and maintenance activities.

All entities working within South Carolina Department of Transportation (SCDOT) right-of-way will not install lane closures or interfere with or impact normal traffic operations as follows:

- On interstate routes during those times of the day when traffic volumes in the travel lanes remaining open to traffic exceed **1,200 vehicles per hour per lane per direction**;
- On multilane routes during weekday morning and afternoon peak hours when the route has an annual average daily traffic (AADT) in excess of **16,000 vehicles per day**;
- On multilane routes during daytime hours (typically 6:00am to 8:00pm) when the route has an AADT in excess of **32,000 vehicles per day**;
- On two-lane routes during weekday morning and afternoon peak hours when the route has an AADT in excess of **8,000 vehicles per day**;
- On two-lane routes during daytime hours (typically 6:00am to 8:00pm) when the route has an AADT in excess of **16,000 vehicles per day**; and
- On any routes with considerable traffic generators when designated by SCDOT.

For purposes of this directive, multilane routes are considered to have two or more through travel lanes in each direction.

SCDOT shall keep current and make available a list of the routes and restrictions. Traffic Engineering will determine the interstate restrictions based on peak traffic volumes as determined by SCDOT continuous count stations; except for some commuter interstates the peak traffic volumes will be considered to occur during the summer months. District Engineering Administrators will determine the high traffic route restrictions based on the most current AADT data, local knowledge, directional traffic patterns, and engineering judgement.

If conditions exist that require an exception to these lane closure restrictions, then written approval is required from the Deputy Secretary for Engineering or a Chief Engineer. The exception shall

detail the construction or maintenance activity and the conditions and limitations that require an exception for the activity to be completed. For exception requests involving contract work, appropriate contract requirements shall be included so impacts are limited to what is necessary to complete the work activities. For interstate and limited access routes, the exception shall detail the additional mitigation measures applied to manage the impacts to traffic flow. Every interstate exception requested shall indicate the viability of maintaining full width shoulders and the ability to provide Work Zone ITS including camera coverage and automated queue detection/warning.

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History: Issued on February 24, 2006
First Revision on May 11, 2007
Second Revision on February 17, 2009
Third Revision on April 22, 2015
Fourth Revision on July 16, 2024