







1. Sight distance visibility at all exits and/or intersections will be maintained in accordance with SCDOT's, ACCESS AND ROADSIDE MANAGEMENT STANDARDS manual.
2. All traffic control devices will be to MUTCD standards (MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES).
3. If traffic signs or markings within the right-of-way are impacted, relocation of these items must be coordinated with Traffic and Transportation prior to construction.
4. If a street within the City of Charleston limits is blocked or impacted during construction at any time for any reason a street blocking permit will be required. Coordinate with Traffic and Transportation prior to construction.
5. No construction parking or staging will be permitted within the right-of-way without prior authorization by Traffic and Transportation.
6. Lane closures of any type or duration within the right-of-way must be approved by Traffic and Transportation well in advance of the occurrence. Coordinate with Traffic and Transportation prior to construction.
7. Construction and demolition traffic must avoid residential streets at all times unless there are no alternative routes. If impacts to residential streets are anticipated, the contractor should contact Traffic and Transportation prior to using the route.
8. Removal or changes to parking meters and/or parking metered spaces or other on-street parking/loading zones must be coordinated with Traffic and Transportation prior to construction.
9. If metered (or non-metered) parking spaces that are not approved for removal are blocked or impacted during demolition or construction at any time for any reason a Meter Bag Permit (or Construction Parking Permit) will be required. Coordinate with Traffic and Transportation prior to construction.
10. If traffic signals or traffic signal equipment is impacted in any way, show existing and proposed changes. Changes or impacts to traffic signal items must be coordinated with Traffic and Transportation prior to construction.
11. Improvements to the right-of-way pavement markings may be required. Crosswalks, centerlines, pavement marking arrows, bike and pedestrian markings, etc. adjacent to the site may be required to be replaced if damaged during construction.
12. Any curbs, sidewalks, pavement, etc. damaged during construction will be required to be repaired/replaced.

CITY STANDARD NOTES

NO.	REVISED	BY		<i>City of Charleston</i> <i>Department of Traffic and Transportation</i> <i>Traffic Operations Division</i> <small>180 Lockwood Blvd., Suite C, Charleston, SC 29403</small>	APPROVED	
DRAWN BY: JW				DETAIL NO.:		PAGE NO.: 1 of 9
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1. Traffic signs should be designed and placed in accordance with the latest revision of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), published by the U.S. Department of Transportation.
2. Non-traffic related signs within the right-of-way should be approved by the Department of Traffic and Transportation.
3. Regulatory, warning, and guide signs shall be fabricated with ASTM International, formerly American Society for Testing and Materials, Type IV (High-Intensity Prismatic or Microprismatic) or greater retro-reflective sheeting.
4. Street name signs shall be fabricated using extruded aluminum blades 9" in height. The minimum length is 24" with 48" as the maximum. The actual length of the blade will be dictated by the number of letters in the name.
5. The street name color scheme should be white ASTM Type III lettering on a green background.
6. The street name letter font (or typeface) should be FHWA Series "C"; commonly known as Highway Gothic "C".
7. All street names are to consist of 6" upper-case letters with 4.5" lower-case letters. The street designations, e.g., St, Rd, Dr, Cir, Pkwy, Ave, Blvd are to be 50% superscript.
8. The street name, including the superscript designation, shall be centered vertically and horizontally on the blade.
9. The spacing from the blade edge to the beginning and end of the street name, including the superscript designation, should be a minimum of 2".
10. Street name signs should be mounted with a vertical clearance of at least 8' measured from the bottom of the sign to the near edge of the pavement. All other signs shall be mounted at least 7' from the bottom of the sign to the near edge of the pavement, except when a supplemental plaque or secondary sign is permitted.
11. If a supplemental plaque or secondary sign is permitted to be mounted on the same assembly as another sign, the major (most important) sign shall be installed above the supplemental plaque or secondary sign. The minimum height from the bottom of the supplemental plaque or secondary sign to the near edge of the pavement shall be 6'.
12. The minimum lateral offset for installed signs should be 2' measured from the nearest sign edge to the pavement edge (or the face of curb). A minimum offset of 1' from the face of the curb may be used in areas where sidewalk width is limited or where existing poles are close to the curb.
13. All traffic sign posts should be securely installed at least 2' in the ground. Traffic sign posts should be green, 3 lbs/ft steel U-channel posts, breakaway, and 12' in length except for street name sign posts.
14. All street name posts should be round, 2 3/8" OD, breakaway, aluminum or steel, and at least 10' in length.
15. Non-standard post/signs and all attached signs shall be maintained by HOA/POA.

CITY SIGN STANDARDS

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The diagrams illustrate three crosswalk configurations:

- CROSSWALK THRU TRAVEL LANES:** Shows a crosswalk crossing two travel lanes. Dimensions include 24' for the travel lane width, 12' for the crosswalk width, and 8' for the lane width. It includes a 4" pavement edge line or curb and gutter if present. The crosswalk is marked with white lines.
- CROSSWALK THRU PAINTED MEDIAN:** Shows a crosswalk crossing a painted median. Dimensions include 24' for the travel lane width, 12' for the crosswalk width, and 8' for the lane width. It includes a 4" pavement edge line or curb and gutter if present. The crosswalk is marked with white lines.
- SKEWED CROSSWALK WITH ROTATED TRANSVERSE LINES:** Shows a crosswalk crossing two travel lanes at an angle. Dimensions include 24' for the travel lane width, 12' for the crosswalk width, and 8' for the lane width. It includes a 4" pavement edge line or curb and gutter if present. The crosswalk is marked with white lines.

[illegible]

THIS DRAWING IS NOT TO SCALE

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND MUTCD.

2. CROSSWALK BASED ON SCDOT STANDARD DWG. NO. 625-305-01. IN THE CASE OF CONFLICTS BETWEEN DRAWINGS, THE SCDOT STANDARD DRAWINGS SHALL GOVERN.
3. CROSSWALK SHALL BE IN THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. SCDOT APPROVAL REQUIRED PRIOR TO INSTALLATION ON SCDOT MAINTAINED ROADWAYS.

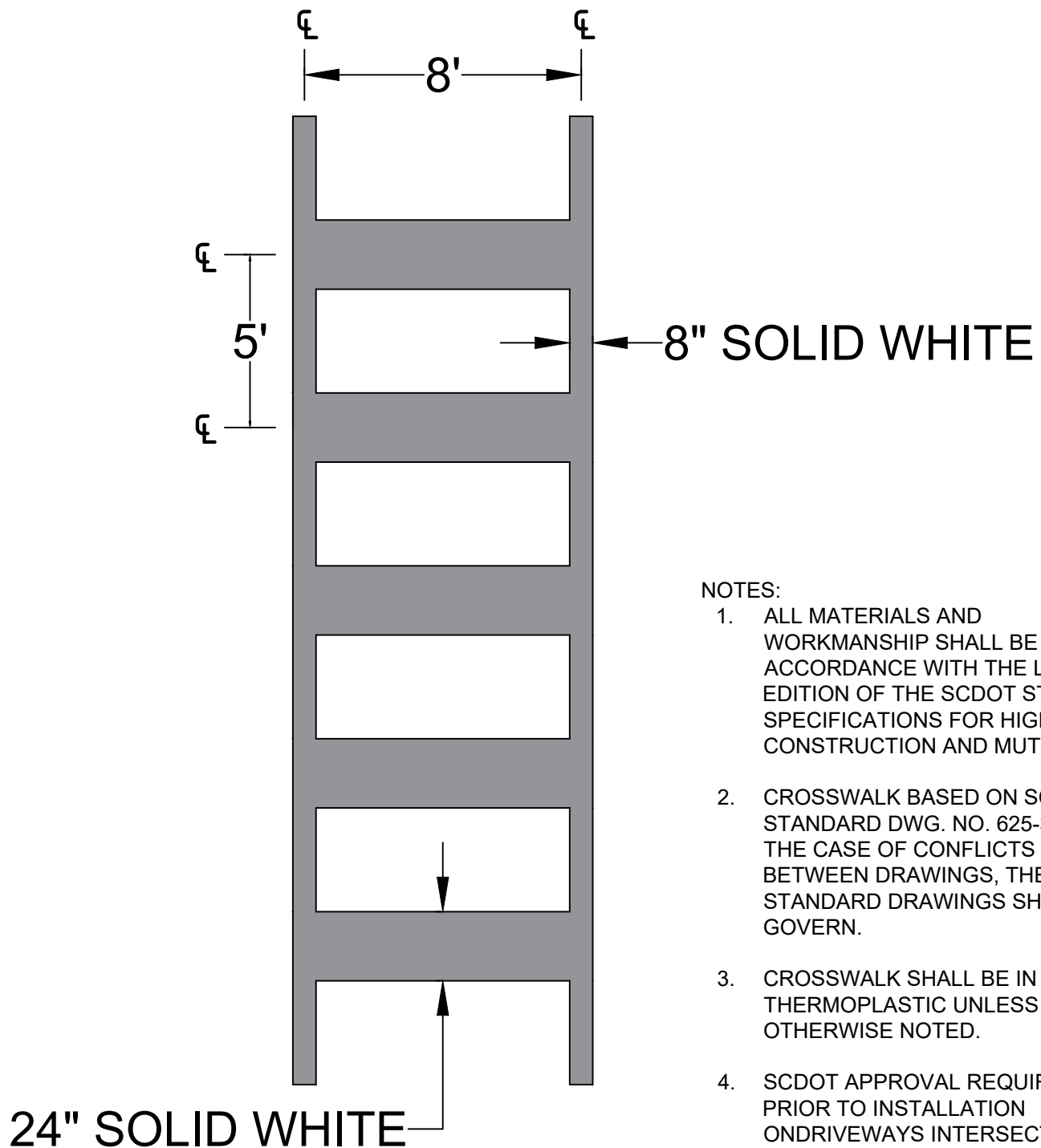
CITY STANDARD CROSSWALK - ROADWAYS

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PAGE NO.: 3 of 9



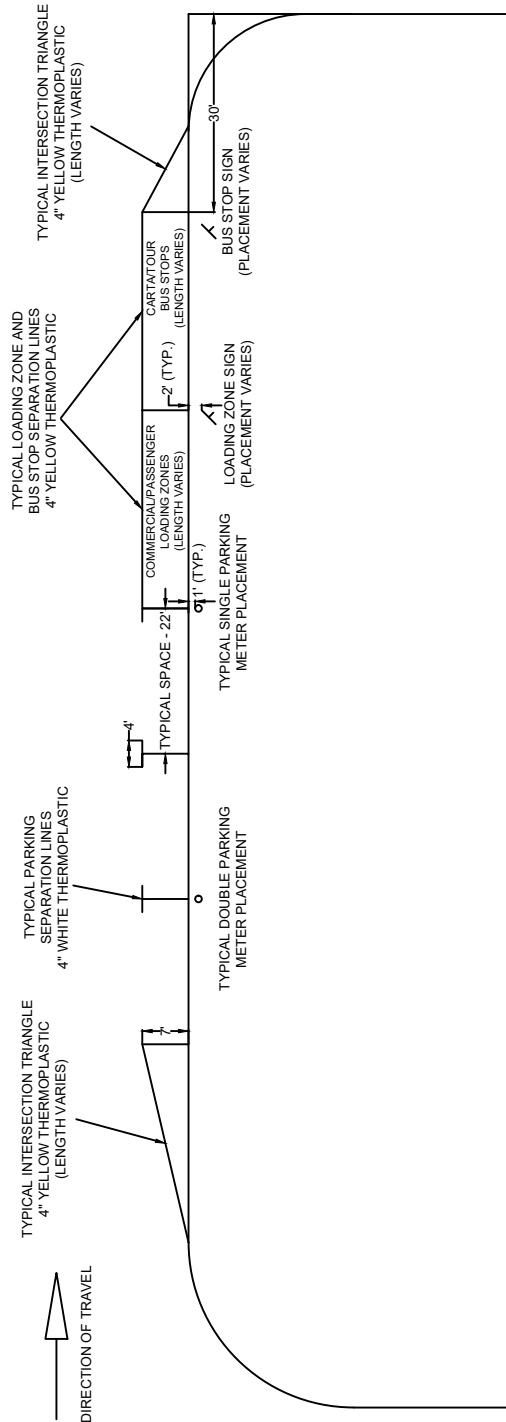
NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND MUTCD.
2. CROSSWALK BASED ON SCDOT STANDARD DWG. NO. 625-305-00. IN THE CASE OF CONFLICTS BETWEEN DRAWINGS, THE SCDOT STANDARD DRAWINGS SHALL GOVERN.
3. CROSSWALK SHALL BE IN THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. SCDOT APPROVAL REQUIRED PRIOR TO INSTALLATION ON DRIVEWAYS INTERSECTING SCDOT MAINTAINED ROADWAYS.

CITY STANDARD CROSSWALK - DRIVEWAYS

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ALL PARKING SPACES, LOADING ZONES, AND BUS STOPS MUST BE LOCATED A MINIMUM OF 30' FROM THE INTERSECTION



NOTES:

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2. MARKINGS SHALL BE IN THERMOPLASTIC UNLESS OTHERWISE NOTED.

CITY STANDARD PARKING LAYOUT & DETAILS

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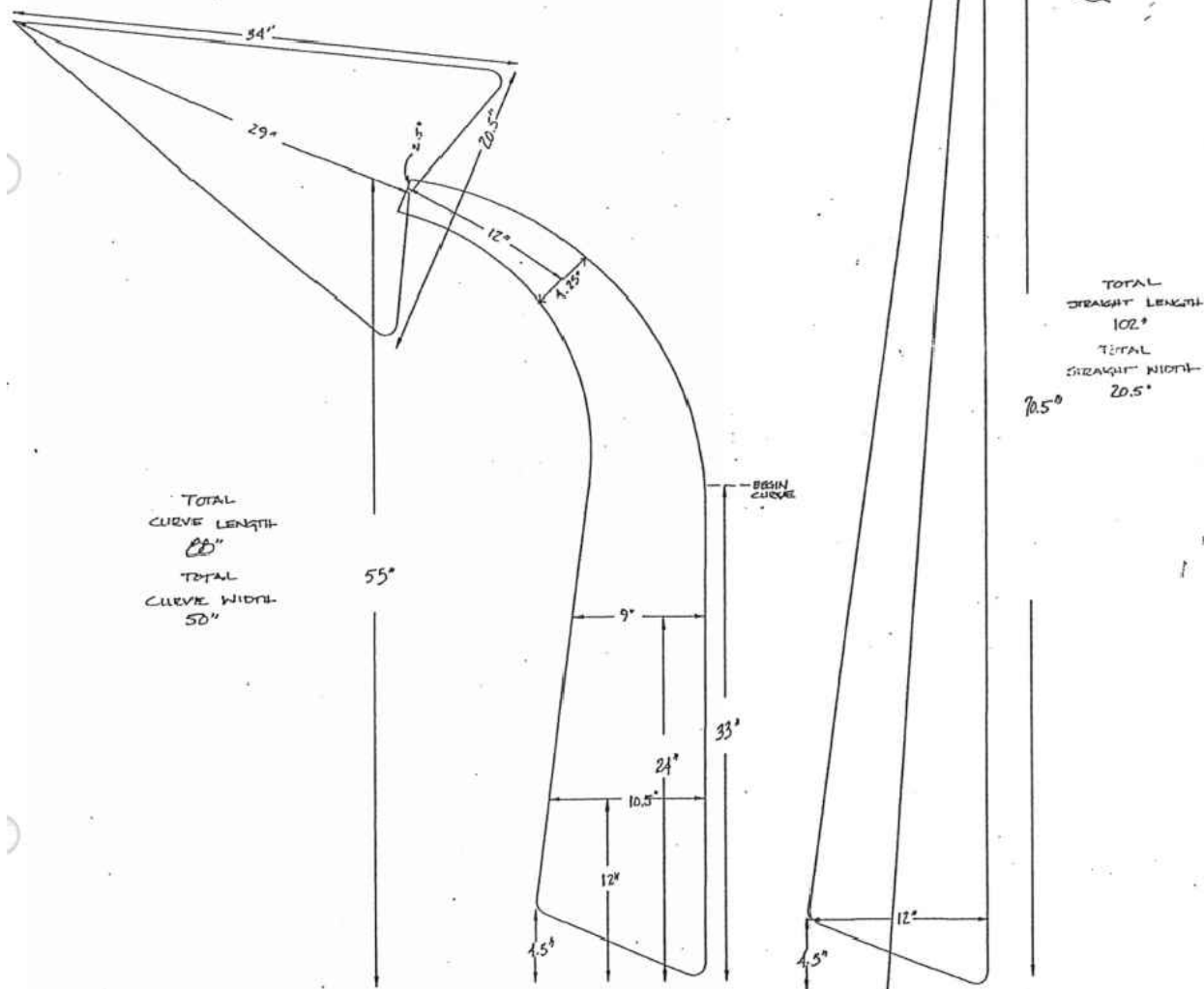


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DETAIL NO.:	PAGE NO.: 5 of 9

NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND MUTCD.
2. ARROWS SHALL BE INSTALLED IN THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. SCDOT APPROVAL REQUIRED PRIOR TO INSTALLATION ON SCDOT MAINTAINED ROADWAYS.



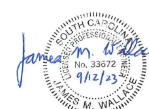
CITY STANDARD PAVEMENT ARROWS

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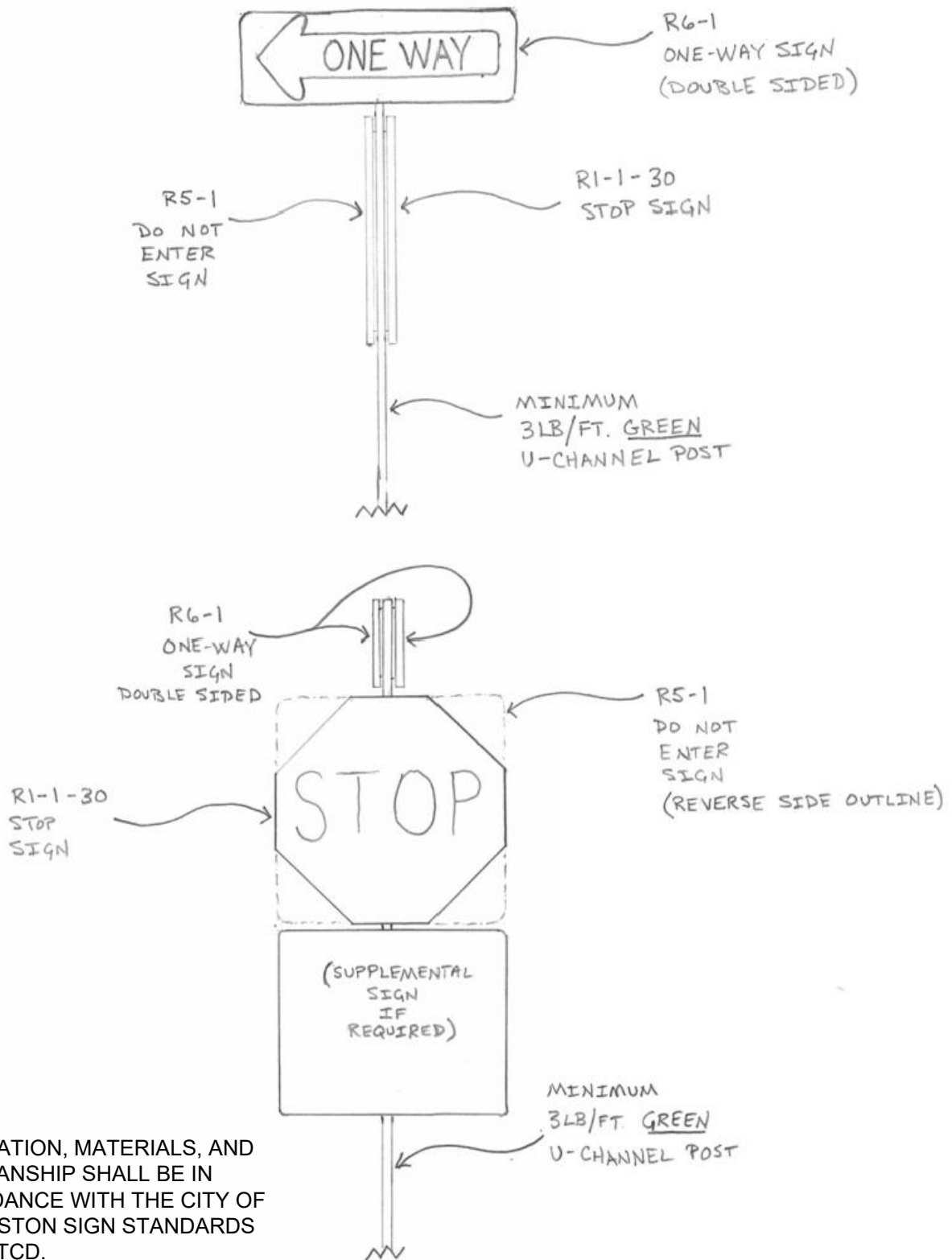
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DETAIL NO.:

PAGE NO.: 6 of 9



NOTES:


1. INSTALLATION, MATERIALS, AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CITY OF CHARLESTON SIGN STANDARDS AND MUTCD.

CITY STANDARD STOP SIGN WITH MULTIPLE SIGN ARRANGEMENT

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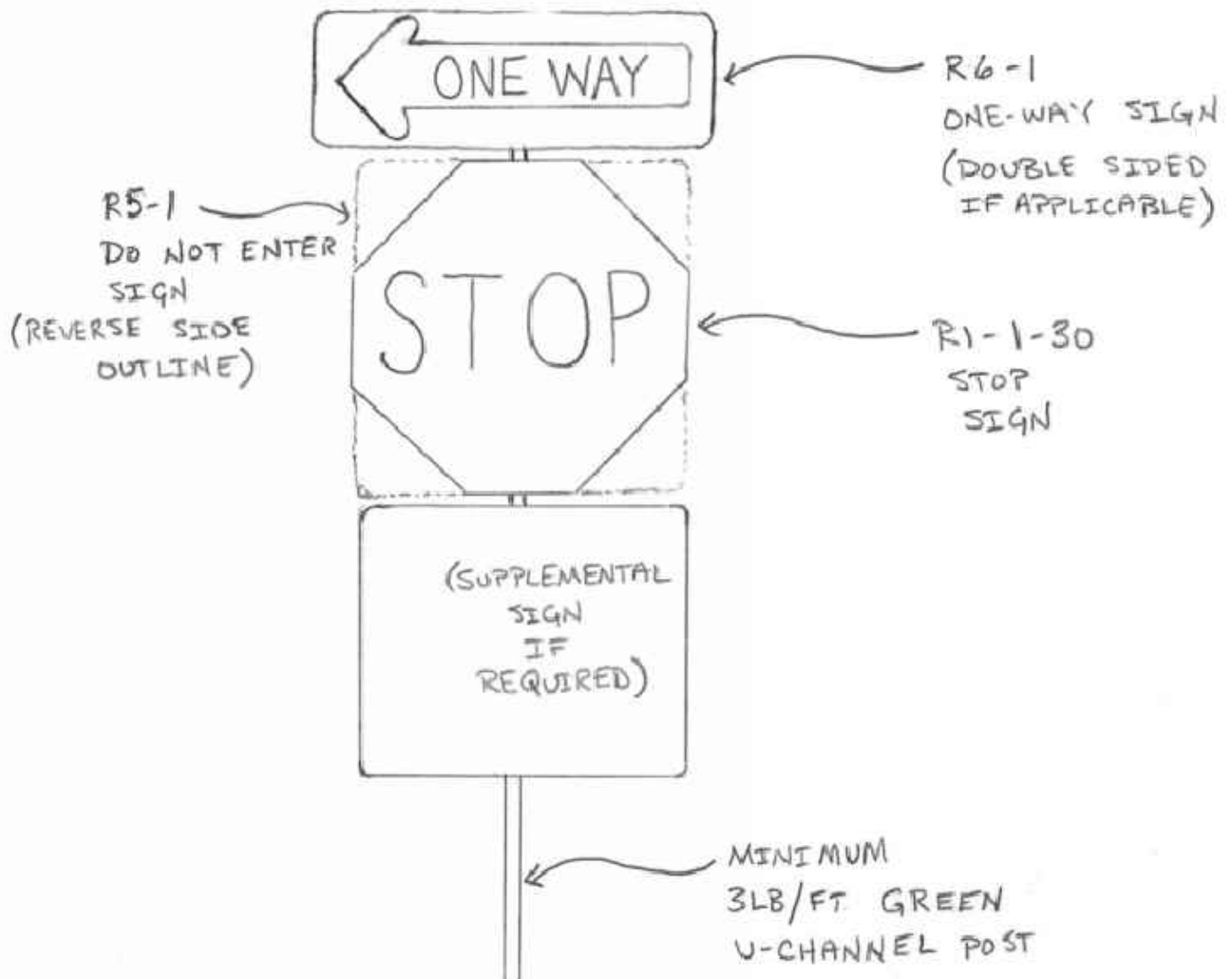


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DETAIL NO.: PAGE NO.: 7 of 9



NOTES:

1. INSTALLATION, MATERIALS, AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CITY OF CHARLESTON SIGN STANDARDS AND MUTCD.

CITY STANDARD STOP SIGN WITH MULTIPLE SIGN ARRANGEMENT(CONTINUED)

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NOTES:

1. INSTALLATION, MATERIALS, AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CITY OF CHARLESTON SIGN STANDARDS AND MUTCD.
2. NO PARKING SIGN TO BE INSTALLED WITH LEFT ARROW, RIGHT ARROW, OR DOUBLE ARROW AS SHOWN ON PLANS AND COORDINATED WITH CITY OF CHARLESTON DEPARTMENT OF TRAFFIC AND TRANSPORTATION.



CITY STANDARD NO PARKING AND LOADING ZONE SIGNS

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PAGE NO.: 9 of 9