



200 East Station Street, Ashville, Ohio 43103
Office: (740)-983-6367 FAX: (740)-983-4703

MAINTENANCE OF TRAFFIC (M.O.T.) REQUEST

Notes:

1. Requests for partial road closure/lane restrictions must be submitted no less than five (5) working days in advance of the commencement of approved road closure activity.
2. Requests for full road closure must be submitted no less than two (2) weeks in advance of the commencement of approved road closure activity.
3. A Right-of-way Permit must also be submitted for approval for any work within public street right-of-way.
4. Work within Township, County, or State of Ohio right-of-way may also be subject to other agency permits and approval.

Rev. 11/14/08

Project Name:

Contractor:

Address:

Submitted By:

Email Address:

Business Phone:

Cell Phone:

Location & Description of Work:

Date Work to Start:

Date to be Completed:

Work Hours:

Shoulder Work

Intermittent Lane (s) Closure

Continuous Lane (s) Closure

Full Road Closure

Detailed Description of Proposed Maintenance of Traffic Plan: (Attach sketch as required)

Check if sketch is included

Applicant Signature:

Date:

Office Use Only

Engineering:

By:

Date: / /

Utility Department:

By:

Date: / /

Service Department:

By:

Date: / /

Police Department:

By:

Date: / /

Approval of this application does not constitute permission for the applicant to commence any activity within the road right-of-way until appropriate coordination of the described work is made with the designated village representative listed below. Any alterations or changes to the approved MOT plans are subject to village review and approval prior to being implemented.

Approval Notes:

Village Representative:

Phone:

Required MOT Details:

MOT C-12

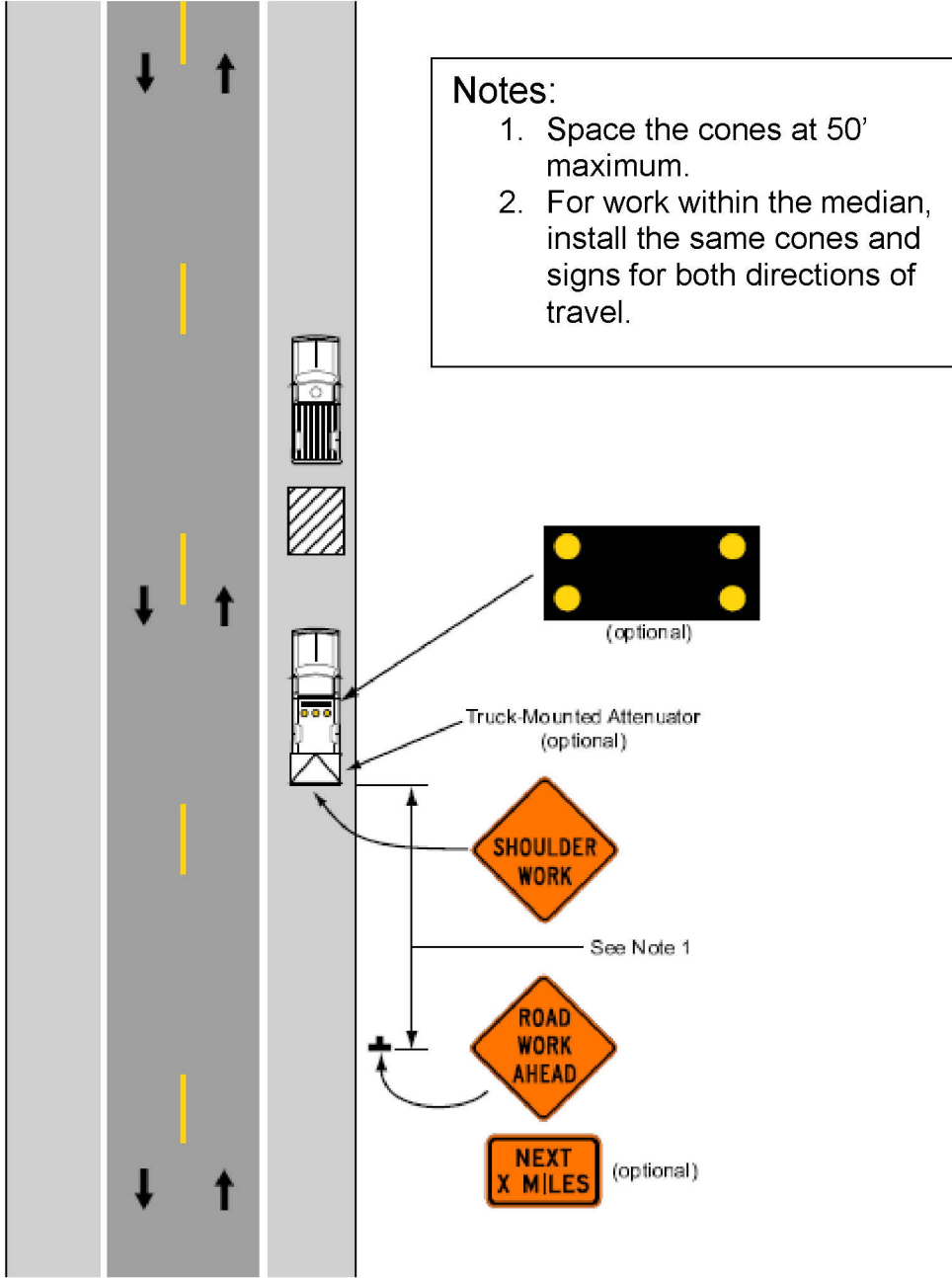
MOT C-18

MOT C-28

MOT C-ODOT

MOT Other

Typical Applications of Traffic Control Devices for Stationary Operations On the Shoulder

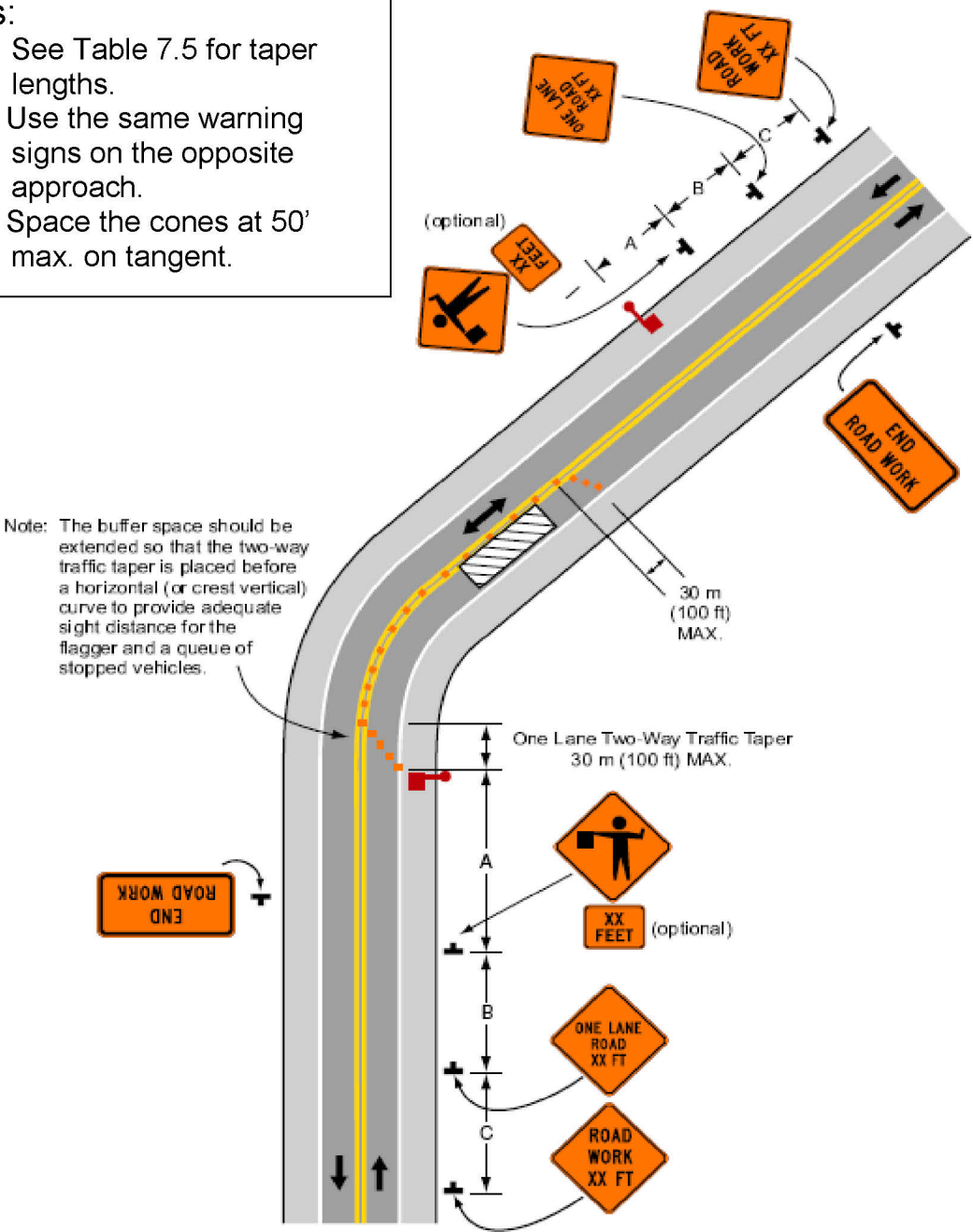


Typical Application 4
C-12

Typical Applications of Traffic Control Devices for Stationary Operations in One Lane

Figure 6H-10. Lane Closure on Two-Lane Road Using Flaggers (TA-10)

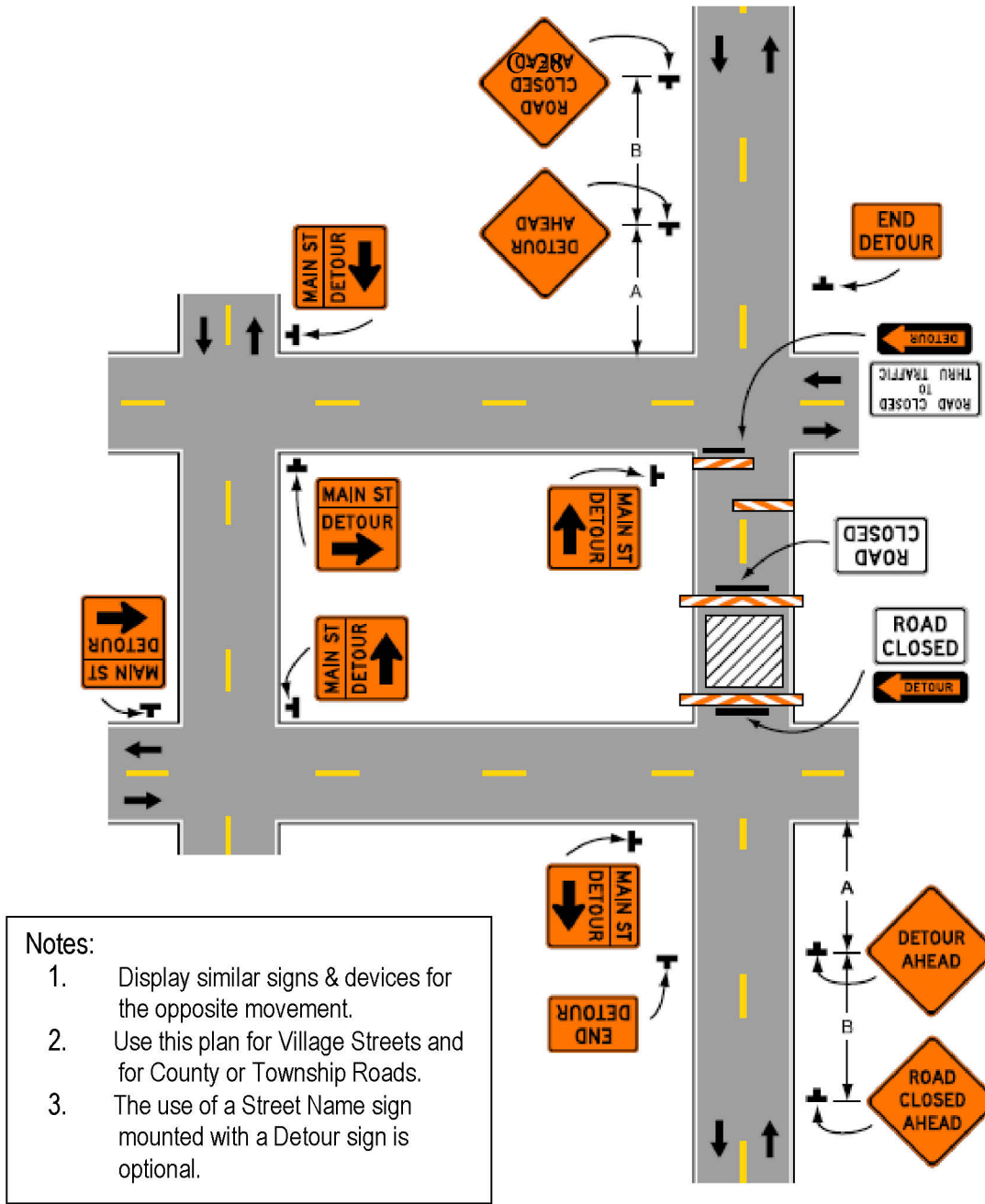
- Notes:**
1. See Table 7.5 for taper lengths.
 2. Use the same warning signs on the opposite approach.
 3. Space the cones at 50' max. on tangent.



**Typical Application 10
C-18**

Typical Applications of Traffic Control Devices for Closed Street and Detour

Figure 6H-20. Detour for Closed Street (TA-20)



- Notes:
1. Display similar signs & devices for the opposite movement.
 2. Use this plan for Village Streets and for County or Township Roads.
 3. The use of a Street Name sign mounted with a Detour sign is optional.

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C-28

TABLE 7-2
LENGTH OF DECELERATION LANE

Prevailing Highway Speed (MPH)	Total Length of DECELERATION Lane, Including Taper, Feet:								
	Speed of Exit (MPH)								
	15	20	25	30	35	40	45	50	55
40	325	300	275	250	200	...	...	...	...
50	425	400	375	350	325	275	...	...	...
60	500	500	475	450	425	400	325	300	...
65	550	550	525	500	475	450	375	325	...
70	600	575	550	550	525	500	425	400	350
75	650	625	600	600	575	525	475	450	400
80	700	675	650	650	600	575	525	475	450

TABLE 7-3
LENGTH OF ACCELERATION LANE

Speed of Entrance (MPH)	Total Length of ACCELERATION Lane, Including Taper, Feet:			
	Prevailing Highway Speed (MPH)			
	40	50	60	70
20	325	700	1125	1550
30	225	600	1000	1400
40	...	400	800	1225
50	...	...	400	825
55	...	...	...	575

NOTE: Uniform 50:1 tapers are recommended where lengths of acceleration lanes exceed 1300 feet, or where design speeds exceed 70 MPH, or elsewhere if appropriate and space permits.

(SOURCE: American Association of State Highway Officials, A Policy on Geometric Design of Rural Highways, 1965).

7F-15 Curve Advisory Speeds

The advisory speed for curves on temporary roadways with standard superelevation are shown in Table 7-4.

TABLE 7-4
ADVISORY SPEED FOR GIVEN RADIUS

Curve Radius, Feet	Advisory Speed of Curve, MPH								
	50	90	150	230	310	430	550	690	
	15	20	25	30	35	40	45	50	

7F-16 Multiple Lane Closings

Where two or more lanes of a multilane highway are to be closed, traffic should not be forced to vacate more than a single lane at any one point, i.e., the points of closures of each lane should be separated in distance to prevent the compounding of merging maneuvers. This distance should be on the order of 1500 feet. Addi-

tional Construction Approach Warning or other appropriate signs should be placed between the points of closure. A continuous taper across two or more lanes is permissible when traffic already moving in a single line is required to shift lanes. (See Figure C-20).

7F-17 Transition Taper Length

The single most important element, within the system of traffic control devices commonly used in construction or maintenance areas (where a reduction in pavement width is involved), is the taper that is provided for the channelization. An inadequate taper will most always produce undesirable traffic operations with resulting congestion and possibly accidents through the area.

A minimum desirable taper is expressed by the formula $L = WS$ for freeways, expressways and all other roadways having a posted speed of 45 m.p.h. or greater. The formula $L = WS^2/60$ should be used to compute taper length on urban, residential, and other streets where the posted

speeds are 40 m.p.h. or less. Under both formulae, L equals the taper length in feet, W the width of the offset in feet, and S the off-peak 85 percentile speed in miles per hour. The minimum taper length shall be 100 feet in urban areas and 200 feet in rural areas.

The minimum desirable length indicated above applies to roadway conditions of relatively flat grades and straight alignment. Adjustments may become necessary to provide adequate sight distance on the approach to the channelization. Similarly, the proximity of interchange ramps, crossroads, etc., to the work site may dictate the need for adjustments. In general, better traffic operations will result when the adjustments consist of increasing the length of the taper rather than reducing the length (below the minimum desirable recommended above). See Figure C-23.

The length and shape of a taper should encourage drivers to utilize it when shifting from one lane to an adjacent lane. Its length is based on the distance actually utilized by drivers in moving over laterally one lane and also on the distance required for drivers to follow a reverse-curve path in accordance with known comfortable speed curvature relations. Under relatively normal conditions of speeds and volumes, and where adequate advance warning of a lane obstruction has been provided, the taper length listed in Table 7-5 should be sufficient to permit traffic to shift safely from one lane to another. Where speed or volume are high this length should be substantially increased for the same type facility. Where traffic is stopped or considerably slowed in advance of the transition, as by flagmen, and where the lane change does not involve a merging of traffic streams, the taper may be very short, just long enough for traffic to turn comfortably into the appropriate lane.

(See revision sheet)

7F-18 Temporary Channelization Devices

Cones, drums, and barricades may be used to funnel traffic into the appropriate lane. Cones

may be used under urban conditions and on minor state routes or for less than one day setups. Drums should be used on freeway type facilities, particularly for over night set-ups. Type II Barricades may be used for tapers. Barricades, particularly Types I and II, may be used adjacent to the work area to prevent workers from inadvertently straying into the travel path. Drums with attached guardrail may be used for tapers shifting traffic from one lane to another. Vertical panels are excellent daylight delineators of travel paths where space is at a premium. Portable flasher supports may be used if the flashers are operated only in the steady mode. The tapers shall be those shown in Table 7-5. See Fig. C-8 and C-30.

(See revision sheet)

7G LIGHTING DEVICES

7G-1 Functions

Construction and maintenance activities often create conditions on or near the traveled way that are particularly hazardous at night when the driver's ability to see is sharply reduced from daytime conditions. It is often desirable and necessary to supplement the reflectorized signs, barriers and channelizing devices with lighting devices that are described in the following paragraphs.

Three types of electric lights are commonly used: floodlights, steady burning lights, and flashing lights.

7G-2 Floodlights

On construction projects, floodlights have a limited, but important application. Sometimes large construction contracts are prosecuted on a double shift basis, particularly earth moving activities. Oftentimes, the earth moving involves a haul road crossing a public highway, at which point a flagman station is generally set up. In order to assure the safest possible conditions at this type of location, it is advisable to supplement

TABLE 7-5
TAPER LENGTHS (L)
Minimum Number of Cones, Drums, or Barricades Required

Prevailing Speed MPH	(L)		(L)	
	10 Ft. Lane	No. of C, D or B	12 Ft. Lane	No. of C, D or B
25	100	4	125	5
35	200	8	250	9
45	450	11	540	13
55	550	11	660	13
65	650	11	780	13

(See revision sheet)

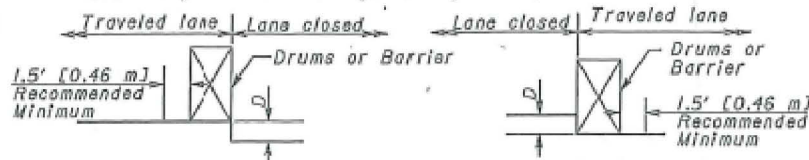
CONDITION I

DROP-OFFS BETWEEN TRAVELED LANES

1. These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D	Treatment
$\leq 1\frac{1}{2}"$ [≤ 40]	Erect OW-171 sign.
$1\frac{1}{2}" - 3"$ [40-75]	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
$> 3" - 5"$ [75-125]	Lane closure utilizing drums as shown below.
$> 5"$ [> 125]	Lane closure utilizing portable concrete barrier as shown below.

* Cones may be used for daytime only conditions.



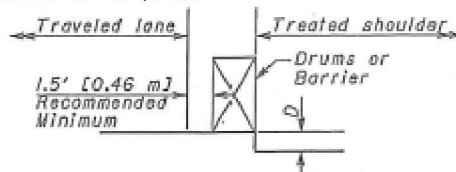
CONDITION II

DROP-OFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials or concrete). For the purpose herein, its maximum width shall be considered to be 12' (3.6 m).

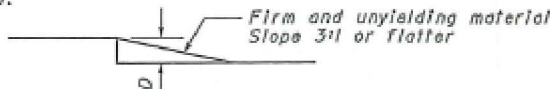
D	Treatment
$\leq 1\frac{1}{2}"$ [≤ 40]	1) Erect OW-155 signs.
$> 1\frac{1}{2}" - 5"$ [40-125]	1) If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
$> 5" - 12"$ [125-305] Daylight only	If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below.
$> 5" - 24"$ [125-610]	1) If minimum lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums.
$> 24"$ [> 610]	Lane closure utilizing portable concrete barrier as shown below.

* Minimum lane widths shall be 10' (3.0 m) unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per CMS 401.15 is required.
- OW-151 signs required.



GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. The suggested treatments are intended for high volume projects that will last at least seven days and have an active work zone 1 mile [1.6 km] or less in length. For guidance on the use of this sheet, see L&D Manual Volume One, Section 500. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
2. While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with SCD RM-4.2 and Item 622.
6. When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
7. When OW-151 (Low Shoulder) signs or OW-155 (Shoulder Drop-Off) signs or OW-171 (Uneven Lanes) signs are required, they shall be placed 750' [230 m] in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the drop-off condition extends more than 0.5 mile [800 m], additional signs should be erected at intervals of 1.0 mile [1600 m] or less.
8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate a difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10' [3.0 m], drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5" [125] and approval is granted by the Project Engineer.
10. Pavement Repairs (or similar work):
 - a. Lengths greater than 60' [18 m] - utilize appropriate treatment from Condition 1.
 - b. Lengths of 60' [18 m] or less - repairs shall be effected in accordance with CMS 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT (MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition 1 only.
2. OW-171 sign required.

