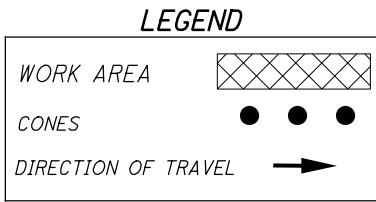


TABLE I (SIGN SPACING)

ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
Two-Lane (< 40 MPH)	100	100	100
Two-Lane (45-50 MPH)	350	350	350
Two-Lane (55-60 MPH)	500	500	500

TABLE II

SPEED LIMIT (MPH)	BUFFER (D) (FT) MIN.
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570



THIS DRAWING REPLACES MT-97.12 DATED 07-18-2014.

STANDARD ROADWAY CONSTRUCTION DRAWING

**FLAGGER CLOSING 1 LANE OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS (FED)**

SD NUMBER  
**MT-97.12**

**OFFICE OF ROADWAY ENGINEERING**

SESS ENGINEER  
Soisson

STATE OF OHIO DEPARTMENT OF TRANSPORTATION ADMINISTRATOR  
David L. Holstein

REVISION DATE  
01-20-2017

NOTES:

FLAGGERS

- 1. *Flaggers, one for each direction, shall be used to control traffic continuously for as long as a one lane operation is in effect. The flaggers shall be able to communicate with each other at all times.*

LENGTH OF CLOSURE

- 2. *It is required that the length of closure be kept to a minimum at all times, as directed by the Engineer, with a maximum allowable length of 9000'.*

*When the ambient temperature exceeds 80 degrees Fahrenheit the Engineer may increase the maximum allowable length of closure to allow for sufficient cooling of new pavement.*

*The Engineer may shorten the maximum allowable length of closure to relieve excessive traffic backups or to improve traffic operation.*

SIGN LOCATION AND SPACING

- 3A. *The minimum spacing between work zone signs is shown in Table I. Maximum spacing should not be greater than 1.5 times the distances shown in Table I.*
- 3B. *Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing to existing signs shall be 200' for speeds of 45 mph or less and a minimum of 400' for speeds of 50 mph or greater.*
- 3C. *The location of the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.*

ADJUSTMENTS FOR SIGHT DISTANCE

- 4. *The location of the flagger station and the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.*

BASIC SIGNING

- 5A. *ROAD WORK AHEAD (W20-1) signs shall be provided on entrance ramps or roadways entering the work limits.*
- 5B. *END ROAD WORK (G20-2) signs are only required for lane closures of more than 1 day. If is intended that these signs be placed on the mainline, on all exit ramps, and on roadways exiting the work limits.*
- 5C. *Overlapping of signing for adjacent projects should be avoided where the messages could be confusing. Any ROAD WORK AHEAD or END ROAD WORK sign which falls within the limits of another traffic control zone shall be omitted or covered during the period when both projects are active.*

SIGNING DETAILS

- 6A. *The Advisory Speed (W13-1P) plaque shall be used when specified in the plan.*
- 6B. *36" warning signs may be used when the approach speed limit is 40 mph or less.*

FLASHING WARNING LIGHTS

- 7. *Type A flashing warning lights shown on the ROAD WORK AHEAD (W20-1) signs and on the LANE CLOSED AHEAD (W20-5) signs are required whenever a night lane closure is necessary.*

CONES

- 8A. *Cone spacing shall be as follows:*
  - a) *Spacing along the buffer and along the work space (entire closed length beyond the buffer) shall be 40' center-to-center.*
  - b) *Spacing along the approach taper shall be 10' center-to-center.*
- 8B. *Cone sizes shall be as follows:*
  - a) *Cones used for daytime traffic control shall have a minimum height of 28".*
  - b) *Cones used for nighttime traffic control shall have a minimum height of 42".*
- 8C. *Provisions shall be made to stabilize the cones to prevent them from blowing over.*
- 8D. *A minimum of two cones shall be used to close the paved shoulder.*

(RESERVED FOR FUTURE USE)

- 9A. *(intentionally blank)*

AREA ILLUMINATION

- 10A. *Adequate area illumination of each flagger station shall be provided at night. Use of portable flood lighting is acceptable.*
- 10B. *To ensure the adequacy of floodlight placement and the elimination of glare, the Contractor and the Engineer shall drive through the worksite each night when the lighting is in place. Light placement and shielding shall be adjusted to the satisfaction of the Engineer.*

INTERSECTION / DRIVEWAY ACCESS

- 11. *Within the length of closure, provision shall be made to control traffic entering from intersecting streets and major drives as necessary to prevent wrong-way movements and to keep vehicles off of new pavement not ready for traffic. The Contractor shall:*
    - a) *Place across the closed lane, either three cones or barricades, and/or*
    - b) *Provide an additional flagger at every public street intersection and major driveway.*
- Cones placed across the closed lane shall be located 25' beyond the projected pavement edges of the driveway or cross highway. For barricades, see Standard Construction Drawing MT-101.60.*
- Existing STOP signs shall be relocated as necessary to assure proper location for the traffic conditions.*
- The method of control shall be subject to the approval of the Engineer.*

CHIP SEAL OPERATIONS

- 12. *For chip seal operations, additional signing shall be incorporated in accordance with CMS 422.09.*

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