

CONDITION I

DROP-OFFS BETWEEN ADJACENT TRAVELED LANE(S) / PAVED SHOULDER
(Freeways, Expressways, other Roadways ≥ 45 mph)

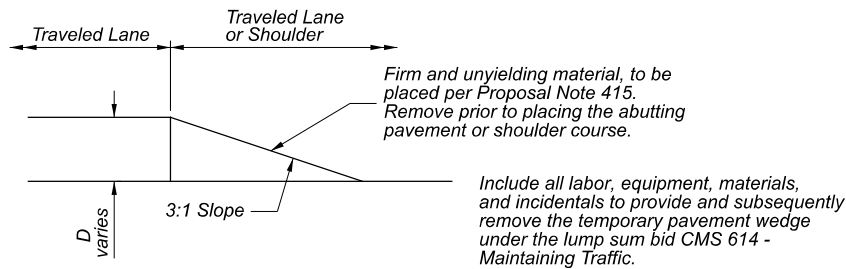
These treatments are to be used for resurfacing or pavement planing, etc. where a drop-off is located between or within traveled lanes and/or shoulder.

D	Treatment
≤ 1-½"	Erect W8-11 or W8-9 sign as appropriate.
> 1-½" - ≤ 3"	1) Optional Wedge Treatment; or, 2) Close a lane and/or shoulder per Condition II.
> 3"	Close a lane and/or shoulder per Condition II.

OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

- W8-9/W8-11 sign shall be used as appropriate.
- This treatment shall not be used where a hot longitudinal joint per CMS 446 is required.

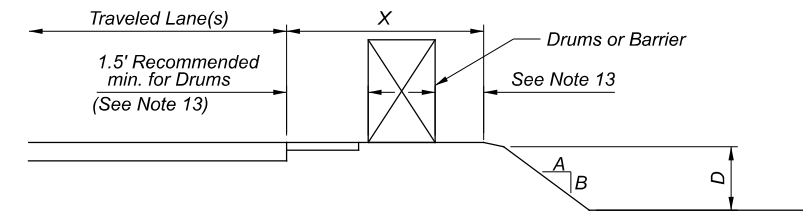
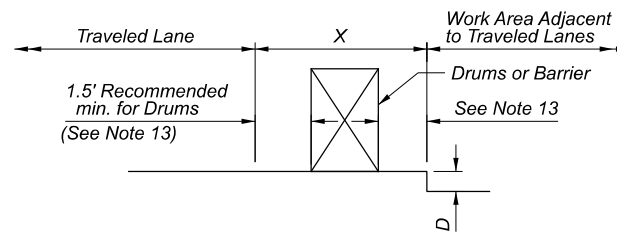


CONDITION II

DROP-OFFS BEYOND EDGE OF TRAVELED LANES / PAVED SHOULDER
(Freeways, Expressways, other Roadways ≥ 45 mph and Minimal Driveways)

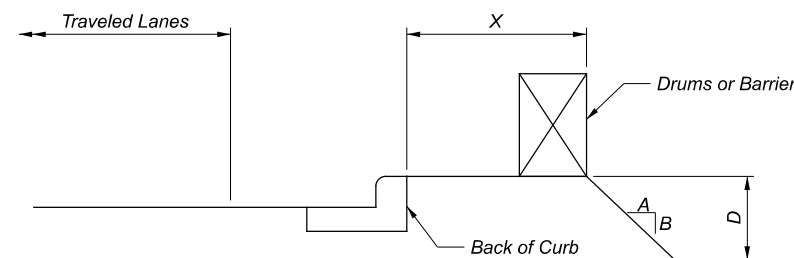
- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations located beyond the edge line of the traveled lanes.
- The treatments indicated below are applicable for pavement/shoulder drop-offs and for locations where foreslopes "A/B" are steeper than 3:1.
- Where the drop-off is located outside the clear zone, no treatment is necessary (see Table II and SCDs MT-95.30, 95.40, or 102.10).
- Where foreslopes "A/B" are 3:1 or flatter, no treatment is necessary.

D	METHOD OF DROP-OFF PROTECTION TO BE USED TO SEPARATE THE TRAFFIC FROM THE DROP-OFF							
	Drop-off location "X" from traveled lane < 4'	Drop-off location "X" from traveled lane 4' - 12'		Drop-off location "X" from traveled lane > 12' - 20'		Drop-off location "X" from traveled lane > 20' - 30'		
		Daytime Only	Night	Daytime Only	Night	Daytime Only	Night	
≤ 3"	DRUMS or OPTIONAL WEDGE TREATMENT	NONE	NONE	NONE	NONE	NONE	NONE	
> 3" - ≤ 5"	DRUMS or OPTIONAL WEDGE TREATMENT	DRUMS	DRUMS	NONE	NONE	NONE	NONE	
> 5" - ≤ 12"	PB	DRUMS	DRUMS	NONE	NONE	NONE	NONE	
> 12" - ≤ 24"	PB	DRUMS	PB	DRUMS	DRUMS	NONE	NONE	
> 24"	PB	DRUMS	PB	DRUMS	PB	DRUMS	PB	



CONDITION III

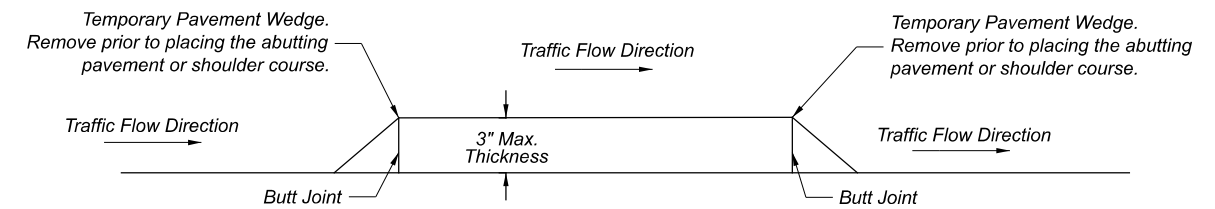
DROP-OFFS BEHIND CURB WHERE CURB IS 6" OR GREATER IN HEIGHT AND THE LEGAL SPEED IS 40 MPH OR LESS



X	D	A/B	Treatment Required	
			Day	Night
0' - 10'	≤ 12"	Any	None	Drums
0' - 10'	> 12"	Any	Drums	Drums
>10'	Any	Any	None	None

CONDITION IV

TEMPORARY PAVEMENT WEDGE AT TRANSVERSE JOINTS IN OPEN TRAVEL LANES / PAVED SHOULDER



- Erect and maintain a "BUMP" (W8-1) sign and supports at the butt joint until the condition no longer exists.
- Include all labor, equipment, materials, and incidentals to provide and subsequently remove the temporary pavement wedge under the lump sum bid CMS 614 - Maintaining Traffic.
- The temporary pavement wedge will only be permitted for use with a single lift of pavement at a time.
- For operations involving a paved shoulder, a temporary pavement wedge will be required in conditions where temporary edge lines are not being utilized for open travel lanes.

Duration	Slope of Temporary Wedge	
	< 45 mph	≥ 45 mph
In place ≤ 7 days	36:1	60:1
In place > 7 days	60:1	120:1

NOTES:

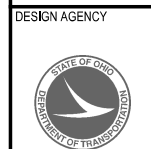
1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations and that are not otherwise provided for in the construction plans. Include all labor, equipment, materials, and incidentals to provide and subsequently remove the temporary pavement wedge and drop-off treatments under the lump sum bid CMS 614 - Maintaining Traffic, unless otherwise specified in the plans.
2. Minimum lane widths shall be 10' unless otherwise specified in the plans.
3. While the need for certain advisory signing is noted herein, 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.
4. In urban or otherwise heavily developed areas where intersections, driveways, pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown herein may be required.
5. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
6. Where portable barrier is specified, it shall be in accordance with SCD RM-4.1 or 4.2 and with C&MS 622.
7. For locations such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate a difference in elevation between pavements, the Optional Wedge Treatment shall be provided.
8. Pavement Repairs (or similar work):
 - a.) Lengths greater than 60' - utilize appropriate treatment from Condition I.
 - b.) Lengths of 60' or less - repairs shall be effected in accordance with C&MS 255.08. Drums may be used as a separator adjacent to the traveled lane.
9. When drums are specified for a drop-off condition, a minimum number of 4 drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD. Provisions shall be made to stabilize the drums (cones) to prevent them from blowing over.
10. When UNEVEN LANES (W8-11) signs or LOW SHOULDER (W8-9) signs are required, they shall be placed 750' in advance of the condition on all intersecting entrance ramps within the limits of the condition. When the drop-off condition extends more than 0.5 miles, additional signs should be erected at intervals of 1.0 mile or less.
11. Cones may be substituted for drums 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".
 - c.) Cones used at night shall be reflectorized.
 - d.) Use of cones at night shall be prohibited along tapers.
 - e.) Intermixing of drums and cones within the same run of barrier protection shall not be permitted.
12. Where drums are used and their presence would reduce traveled lane widths to less than 10', drums may be placed on the opposite level from that of traffic, provided the drop-off depth does not exceed 5" and approval is granted by the Project Engineer.
13. Portable barrier shall be placed on the same level as the traffic surface and shall not encroach on width(s) designated as the minimum required for traffic use. Offset from the travel way to the barrier toe shall be a minimum of 2'. Offset from the back side of the barrier toe to the work area shall be a minimum of 2' unless otherwise specified in the plans due to anchoring.

REVISIONS
07-17-2020
07-21-2017
07-17-2015
07-18-2014
07-19-2013
10-19-2012
10-21-2011
01-16-2009

STDS ENGINEER
Willis

STATE OF OHIO DEPARTMENT OF TRANSPORTATION ADMINISTRATOR
Brenton Bogard

DROP-OFFS IN WORK ZONES



SCD NUMBER
MT-101.90

SHEET	TOTAL
2	2