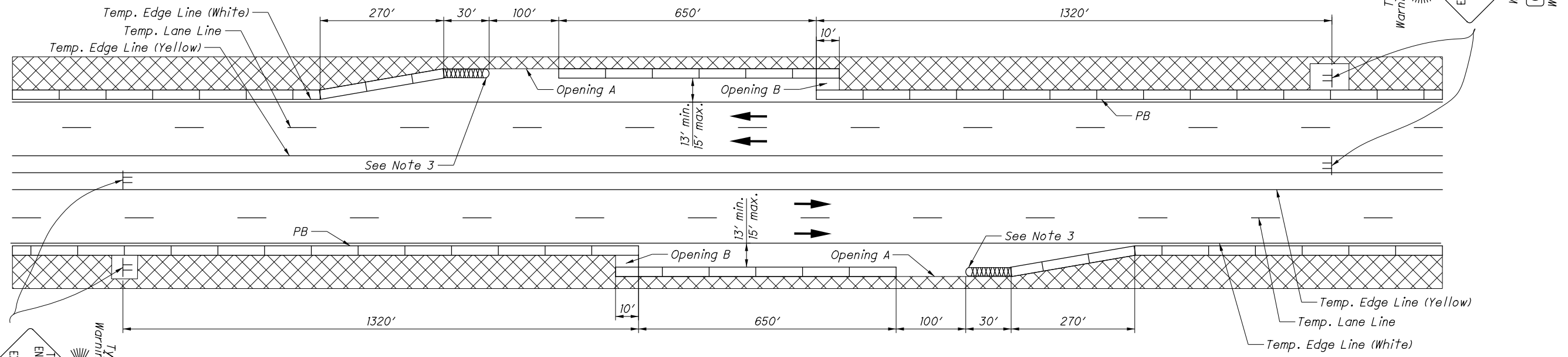


CONSTRUCTION ACCESS POINTS - WORK AREA ON INSIDE SHOULDER



CONSTRUCTION ACCESS POINTS - WORK AREA ON OUTSIDE SHOULDER

LEGEND

WORK AREA	
PORTABLE BARRIER (PB)	
IMPACT ATTENUATOR	
DIRECTION OF TRAVEL	

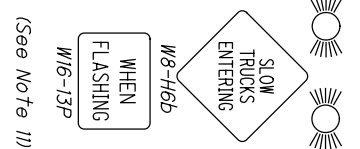
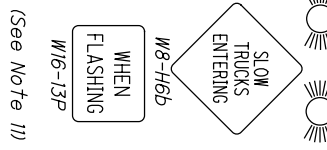
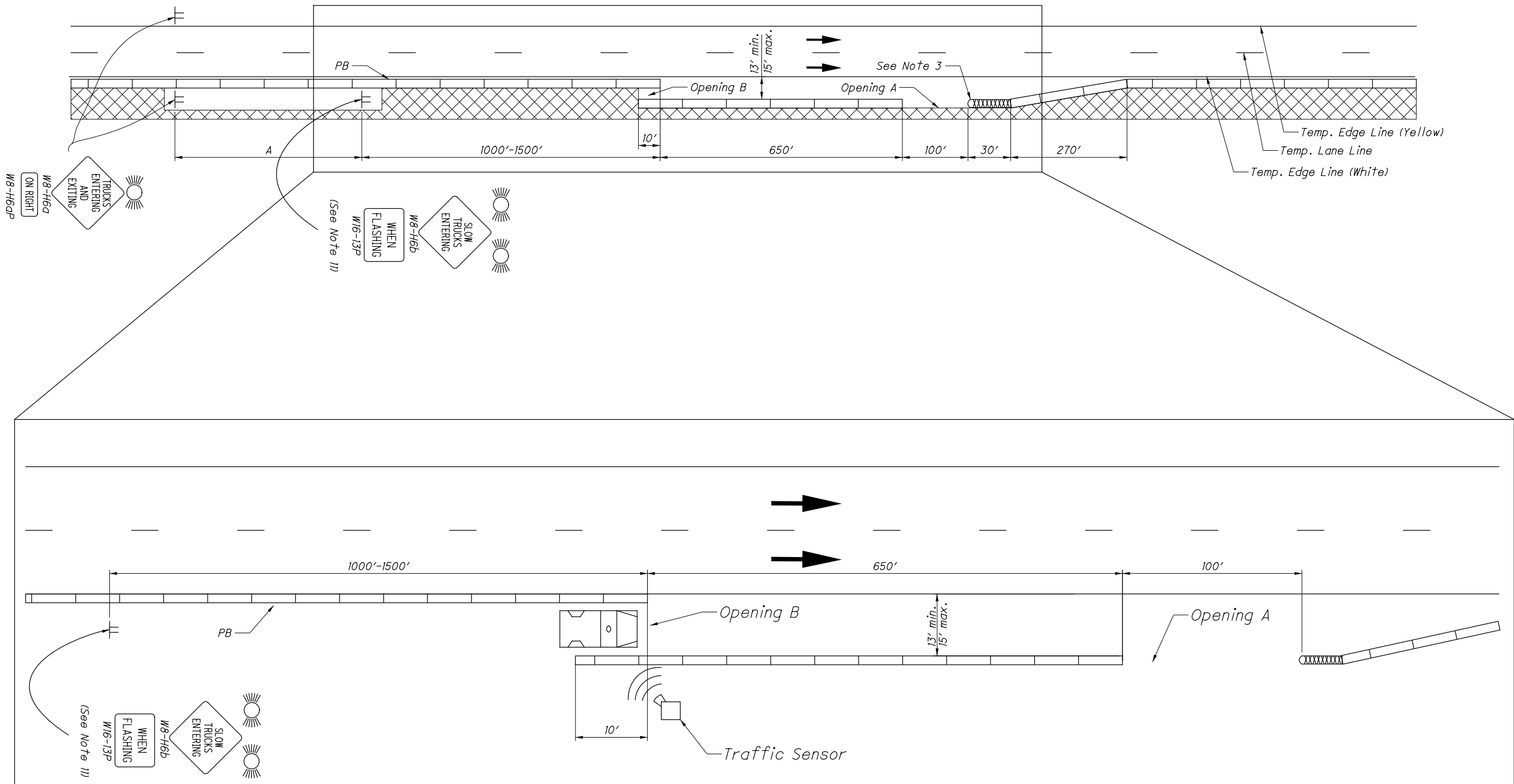
W8-H6aP
ON LEFT
W8-H6a



W8-H6a
ON RIGHT
W8-H6aP



WORK ZONE EGRESS WARNING SYSTEMS - USE THIS PAGE WHEN SPECIFIED IN THE PLANS



LEGEND

- WORK AREA
- PORTABLE BARRIER (PB)
- IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- Construction Vehicle
- Portable Changeable Message Sign (PCMS)

TABLE I (SIGN SPACING)

ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)
MAJOR CONVENTIONAL	500
FREEWAY & EXPRESSWAY	1000

THIS DRAWING REPLACES MT-103.10 DATED 01-20-2017.
STANDARD ROADWAY CONSTRUCTION DRAWING

CONSTRUCTION ACCESS POINTS

MT-103.10

OFFICE OF ROADWAY ENGINEERING
STATE OF OHIO DEPARTMENT OF TRANSPORTATION ADMINISTRATOR
STOS ENGINEER
Soisson
David L. Holstein
REVISION DATE
01-19-2018

NOTES:

1. It is intended that this drawing be used on freeways, expressways and multi-lane highways with original posted speed limits of 45 mph or greater to provide a safe means of interaction between project related vehicles and the traveling public by providing dedicated areas outside the traveled lanes for the deceleration and acceleration of project vehicles.
2. The surface materials used for the construction access point, including under the portable barrier and within the deceleration/acceleration lane, shall be firm and unyielding material as approved by the Engineer. The acceleration/deceleration lane shall be maintained in accordance with C&MS 614 and ensure that the surface material is not tracked out into the open lanes of traffic.
3. Impact attenuator and the last full section of PB adjacent to the impact attenuator shall be placed parallel to traffic. The impact attenuator shall be redirective, installed and anchored per the manufacturer's specifications and shall be an approved impact attenuator product which can be found on the Office of Roadway Engineering's website.
4. Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing to existing signs shall be 200 feet for speeds of 45 mph or less and a minimum of 400 feet for speeds 50 mph or greater.
5. The construction access points shall be used in the following manner: Ingress shall be made by construction vehicles by changing lanes into the deceleration lane as early as possible, decelerating the construction vehicle using the deceleration lane, and then turning into Opening A to access the work area. Ensure that the construction vehicles entering Opening A are not swinging into open lanes of traffic when entering the work area. Egress from the work area shall be made by construction vehicles by leaving the work area via Opening B, accelerating the construction vehicle within the acceleration lane (using as much length of the acceleration lane as possible), and then merging into the adjacent lane of traffic.
6. Drums may be placed across Opening A and Opening B during periods when no active work is occurring (evenings, days, weekends, extended shutdowns, etc). If used, drums shall be consistently used across each Opening A and Opening B for each construction access point installed. Drums shall be spaced every 20 feet across the openings. When Openings A and B are open, the drums shall not be within the deceleration/acceleration lane for the construction access point.
7. All ingress and egress shall only occur at established construction access points including proper signing, acceleration and deceleration lane, and delineation.
8. Construction access point locations may be selected (or relocated from the location designed in the plans) by the Contractor with the approval of the Engineer. The locations shall be selected for good sight distance and avoiding locations just beyond sharp horizontal curves and crest vertical curves, on overhead structures, on upgrades, within 1/4 mile in advance of an exit ramp or beyond an entrance ramp, etc. In the event that the Engineer determines that an access point does not function in a safe manner, he/she shall order it immediately closed at no cost to the State. Access points may be relocated subject to the approval of the Engineer, as necessary to accomplish construction activities.
9. All costs for relocation of portable barrier, installation, repair, replacement and removal of impact attenuators, grading for access drives and related costs shall be included in the lump sum bid for Item 614 Maintaining Traffic.
10. Median signing shall not apply to undivided highways.

WORK ZONE EGRESS WARNING SYSTEM:

11. When specified in the plans install WZEWS per Supplemental Specification 829. The W8-H6b sign and W16-13P plaque shall only be used when mounted on an approved Work Zone Egress Warning System (WZEWS) Sign Trailer as detailed in Supplemental Specification 929.

THIS DRAWING REPLACES MT-103.10 DATED 01-20-2017.

SD NUMBER

MT -103.10

STANDARD ROADWAY CONSTRUCTION DRAWING

CONSTRUCTION ACCESS POINTS

**OFFICE OF
ROADWAY
ENGINEERING**

STATE ENGINEER

Soisson

STATE OF OHIO DEPARTMENT OF
TRANSPORTATION ADMINISTRATOR

David L. Holstein

REVISION DATE

01-19-2018