

OTE Standard Drawings Revision Log
September 5, 2006 Revision
 [Issued by authority of Deputy Director Tony Vogel.]

The following is a detailed list of the changes made to the OTE Plan Insert Sheets (PISs) and the OTE Standard Construction Drawings (SCDs) Index and MT drawings as of September 5, 2006. For your convenience in using the electronic version of this list, links (blue, bold and underlined) have been provided in the following menu.

"What's New" Page	Traffic Home Page
<u>Standard Construction Drawings</u>	<u>Revised PIS drawings</u>

Revision Involves:		Revision Type *	Revision Description
Drawing Number	Title		
<p>*Change - adding new information or revising existing information, more than an editorial change; New - adding a new drawing; Deletion - deleting a drawing; Editorial - revising text to provide clarification, updating references, correcting a typing or drawing mistake, simple editorial changes such as rephrasing a statement or making a format change.</p>			
Standard Construction Drawings			
	Index	--	Updated.
MT-95.30	Closing Right or Left Lane of a Multi-lane Divided Highway with Drums	Change	<p>Made minor editorial changes in the title, drawing and notes.</p> <p>Added a downstream taper.</p> <p>Deleted the extra advance warning signs.</p> <p>Added signs for the opposite direction of travel along and a related note. Revised the sign spacing dimensions in the drawings and Table I (A, B, C, etc.) to conform to the OMUTCD where dimension A is nearest the work area and dimension C is farthest from the work zone.</p> <p>Revised "Major Standard" in Table I to "Major Conventional."</p> <p>Revised Table II to provide taper rate rather than taper length (L), since the length L varies with the lane width or closure width, and expanded the table to show 5 mph increments.</p> <p>Deleted the term "Normal" as it relates to speed.</p> <p>Revised the drum spacing along tangent sections to use spacing at multiples of 40 feet, the cycle for lane line dashes, except that the spacing never exceeds 2S.</p> <p>Moved the notes to a new Sheet 2 and renumbered them.</p> <p>The major changes to the notes are as follows:</p> <ul style="list-style-type: none"> • Increased the minimum sign spacing to 400 feet for speeds greater than 45 mph (was Note 2, now 3A, & 3B). • Revised Note 3 on taper lengths to address taper rates, Notes 2A & 2B, in conformance with the change in Table II. • Revised the use of cones to allow for the use of 42-inch cones beyond the transition area for daytime or nighttime work, but not for continuous use day and night (was Note 4, now 13B).

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MT-95.30 (Cont'd)	Closing Right or Left Lane of a Multi-lane Divided Highway with Drums		<ul style="list-style-type: none"> Revised Note 7 (now 14A-C), about the shadow vehicle, to require that it be equipped with "high-intensity yellow rotating, flashing, oscillating, or strobe light(s)." Also added a requirement for a truck-mounted attenuator, when called for in the plan. Revised the conflicting pavement marking note (was Note 11, now 8A & B) based on OMUTCD provisions for intermediate-term stationary operations to allow for up to a three-day operation without having to paint a new edge line, instead of one day. However, RPM reflector removal remains at one day. Added a work zone edge lines note (8C). Renumbered the speed limit note and reworded it to delete the term "normal." Deleted Note 17 regarding use of this drawing in relation to depth of drop-off.
MT-95.31	Closing Right Lane of a Multi-lane Undivided Highway with Drums	Change	Renumbered Tables I and II to conform to MT-95.30 and made other changes per MT-95.30
MT-95.32	Closing Left Lane of a Multi-lane Undivided Highway with Drums	Change	Made same changes as applied to MT-95.31
MT-95.40	Closing Right or Left Lane of a Multi-lane Divided Highway with Portable Concrete Barrier	Change	<p>Made the following revisions in addition to the revisions made to the other MT-95 lane closure drawings above:</p> <ul style="list-style-type: none"> Where the PCB is located such that an opening is provided for the contractor, set the maximum width of the opening at 9 feet and provided that a Type III barricade be used to keep the road-users from entering the work space. Expanded Note 16 to provide additional information regarding the PCB. Renumbered the note to Notes 14A-I. Reworded Note 15 referencing MT-101.70 to convey the intended message. Renumbered the note 14G. Revised the term "Taper Rate," as applied to the PCB, to "Flare Rate" for consistency with the L&D Manual and to avoid confusion with the "Tapered End" treatment.
MT-95.41	Closing Right Lane of a Multi-lane Undivided Highway with Portable Concrete Barrier	Change	<p>Made the following revisions in addition to the revisions made to the other MT-95 lane closure drawings above:</p> <ul style="list-style-type: none"> Revised the downstream flare of the PCB to apply the same flare rate as with the upstream PCB flare, and revised Table II accordingly. Relocated the information in Note 10 regarding trailing end treatment to Note 14C. Added the work zone edge line along the tangent section in accordance with the other MT-95 drawings.

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MT-95.50 New	Supplemental Advanced Signs Used With Lane Closures	Change	The drawing illustrates where advance signs are to be located relative to each other. The signs addressed include Speed Limit and Penalties signs, as well as Warning Signs, including the extra Advance Warning Signs, previously shown on the MT-95.30 and MT-95.40 drawing series.
MT-95.82	Adjustment for Two-Lane, Two-way Operation on Four-Lane Divided Roadways	Change	Deleted the note about relapping guardrail due to the reversed traffic flow. Also made minor editorial changes in the title and the notes.
MT-97.10	Flaggers Closing 1 Lane of a 2-Lane Highway Stationary Operation	Change	<p>Updated the sign code numbers and revised references to "Protection Vehicle" to "Shadow Vehicle."</p> <p>Deleted the FLAGGER AHEAD word legend sign and relocated the END ROAD WORK sign across the roadway from the Flagger symbol sign (opposite direction).</p> <p>Revised the sign spacing dimensions in the drawings (A, B, C, etc.) and Table I to conform to the OMUTCD where dimension A is nearest the work area and dimension C is farthest from the work zone.</p> <p>Revised the buffer space dimension to D and revised the buffer space length to conform to stopping sight distance, per OMUTCD Table 6E-1.</p> <p>Labeled the work space and added a downstream taper.</p> <p>Renumbered some notes and split up most of the longer notes, with the following changes:</p> <ul style="list-style-type: none"> • Revised shadow vehicle Note 5, now Notes 12A-D, to match the related notes in the MT 95 drawing series. • In the Note 4 (now Note 2), revised "shall" to "should." • Rewrote the Illumination note (originally Note #7, now Notes 10A & B) to call for use of portable flood lighting rather than standard poles.
MT-97.11	Flagger Closing 1 Lane of a 2-Lane Highway For Paving Operation (non-Fed only)	Change	<p>Revised per changes noted for MT-97.10, with the following additions:</p> <p>The length of lane closure was reduced to 5000 ft. from 9000 ft.</p> <p>Revised the Cone note (originally Note #3) to provide for 50-foot spacing along the taper and the buffer.</p> <p>Revised the note regarding entry from intersecting streets and major drives (originally Note #5) to require approval of the engineer. Also revised the measurement of the width of opening to 25 ft beyond the projected pavement edge of each side road or driveway, rather than 100 ft in each direction from the centerline of each side road or driveway.</p>

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MT-97.12	Flagger Closing 1 Lane of a 2-Lane Highway For Paving Operation (Fed)	Change	Revisions made to MT-97.11 were also made to MT-97.12, except that the length of lane closure remains 9000 feet, with cone spacing at 50 feet for the entire length of closure. This drawing is used on any project involving this work on a highway on the NHS system and any Federal-aid projects.
MT-101.60 New / Reissued	Road Closure Using Type III Barricades	Change	This drawing was revised to eliminate use of gates, for compliance with NCHRP 350. As an interim measure, this SCD had been deleted in July 2006, replaced temporarily by a PIS. Revised the title. The previous version of this SCD was titled GATES AND BARRICADES. Deleted the gates and the chains. Deleted the fixed barricade from the edge of the shoulder to the R/W line. Two options have been provided: <ul style="list-style-type: none"> • One places Type III barricades laterally across the pavement from the edge of the paved shoulder to the edge of the paved shoulder, with a maximum gap of 2 feet between barricades. One of the barricades will need to be moved to let a construction vehicle in or out and then immediately replaced. • The other option offsets the barricades from each other by up to 40 feet, in the direction of traffic flow. Drums placed at 5' intervals close off the lateral space between the barricades. The barricades remain in place at all times, with the drums being moved to allow construction vehicles in and out of the work area and then immediately replaced.
MT-102.10	Transition Plan For Use of Shoulder with PCB	Change	Revised the title to "Lane Shift On A Multi-Lane Highway Using Portable Concrete Barrier" and made minor editorial changes. Revised sign codes and spacing dimensions to agree with the OMUTCD and made the following signing changes: <ul style="list-style-type: none"> • Deleted the RIGHT LANE MUST USE SHOULDER (W20-H12) sign. • Added the Double Reverse Curve (W24-1) sign for use on shifts with tangent distances of less than 600 feet in length as per the OMUTCD 2005. This sign eliminates the need to use two single Reverse Curve (W1-4) signs. • Where a second Reverse Curve sign is provided, revised the location to distance "A" rather than 500 ft. in advance of the beginning of the shift. • Revised the location of the END ROAD WORK (G20-2) sign to distance "A" beyond the end of the temporary marking rather than 500 ft. beyond the end of the shift. Revised the "19:1 taper" rate for the PCB to "PCB Flare." Revised Tables I and II: in Table I, revised "Major Standard" to "Major Conventional"; and revised Table II to provide information at 5 mph increments and to include the flare rate.

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MT-102.10 (Cont'd.)	Transition Plan For Use of Shoulder with PCB	Change	<p>Deleted lighting from the drawing since ODOT does not typically light shifts.</p> <p>Deleted the minimum length for the shoulder taper. It was determined to be unnecessary.</p> <p>Deleted the specification of a distance for extending the temporary pavement marking upstream and downstream of the shift. Added Note 8C referencing the plans for details.</p> <p>Revised the warning signs, ALL TRUCKS USE LEFT LANE (W20-H10) and ALL TRUCKS LEFT 2 LANES (W20-H11) to the regulatory signs TRUCKS USE RIGHT (LEFT) LANE (R4-5) and TRUCKS USE RIGHT (LEFT) 2 LANES (R4-H5a); and deleted the flashing warning lights with them.</p>
MT-102.20	Transition Plan For Use of Shoulder with PCB	Change	<p>Revised the title to "Lane Shift On A Multi-Lane Highway Using Drums" and made minor editorial changes in the text.</p> <p>Made the same revisions as in MT-102.10, except that PCB is not used. Revised "Protection vehicle" to "Safety vehicle."</p>
MT-102.30 New	Speed Limit and Penalties Signing Used With Lane Shifts	Change	<p>New drawing showing how the installation of the Speed Limit signs and the Increased Penalties signs are to be coordinated with the signs used for lane shifts.</p> <p>The drawing includes some notes regarding size, location, and mounting of the Increased Penalties sign.</p>
Plan Insert Sheets [top of page] .			
2010160	Gates and Barricades	Deletion	This drawing has been superseded by SCD MT-101.60.