TEMPORARY TRAFFIC CONTROL GENERAL NOTES

1. TEMPORARY TRAFFIC CONTROL DRAWINGS:

ALL TEMPORARY TRAFFIC CONTROL (TTC) DEVICES, DRUMS, TRAFFIC CONTROL SIGNS, ARROW BOARDS, FLAGGERS, ETC., AS SHOWN AND LOCATED ON THE TEMPORARY TRAFFIC CONTROL DRAWINGS, SHALL BE INCORPORATED FOR THE VARIOUS TYPES OF WORK AREAS UNDER NORMAL TRAFFIC CONDITIONS. IF SPECIAL TRAFFIC CONDITIONS EXIST, THE TEMPORARY TRAFFIC CONTROL PLANS MAY HAVE TO BE MODIFIED. HOWEVER, NO MODIFICATIONS OF THE TEMPORARY TRAFFIC CONTROL PLANS SHALL BE MADE UNLESS APPROVED BY THE CHIEF ENGINEER.

WHENEVER WORKERS ARE PRESENT AND NOT PHYSICALLY SEPARATED FROM TRAFFIC BY A BARRIER THEN A FLAGGER SHALL BE PRESENT.

2. SUPPLEMENTAL GUIDE SIGNS:

A. ADVANCE GUIDE SIGNS FOR SERVICE OR TOLL PLAZAS:

WHEN TRAFFIC IS SITUATED SO THAT PERMANENT MAINLINE ADVANCED GUIDE SIGNS FOR SERVICE AND TOLL PLAZAS ARE NOT READILY VISIBLE TO THE RELOCATED TRAFFIC LANE, SUPPLEMENTAL GUIDE SIGNS SHALL BE INSTALLED ADJACENT TO THE APPROPRIATE BI-DIRECTIONAL TRAFFIC LANE TO ALERT MOTORISTS OF THE APPROACHING PLAZA OR EXIT.

B. SIGNS FOR ANY SINGLE LANE ZONES EXCEEDING TWO (2) MILES IN LENGTH:

WHEN SINGLE LANE ZONES EXCEED TWO (2) MILES IN LENGTH, SIGNS ARE TO BE PLACED EVERY 1 MILE TO INFORM MOTORISTS OF THE NUMBER OF MILES OF SINGLE LANE TRAFFIC REMAINING AS WELL AS THE POSTED CONSTRUCTION ZONE SPEED LIMIT.

3. VEHICLE TYPES:

SHADOW VEHICLE:

A VEHICLE LOCATED A SHORT DISTANCE BEHIND A MOVING OPERATION WITH A TRUCK MOUNTED ATTENUATOR (TMA) OR TOWABLE TRAILER MOUNTED ATTENUATOR (TTMA) AND CHANGEABLE MESSAGE BOARD (CMB) OR APPROPRIATE SIGN. THE VEHICLE SHALL MEET THE TMA/TTMA MANUFACTURER'S REQUIREMENT FOR SIZE, WEIGHT, ETC.

BARRIER VEHICLE:

AN UNOCCUPIED SHADOW VEHICLE, WITH OR WITHOUT A TMA/TTMA, PARKED WITHIN A STATIONARY WORK ZONE PRIOR TO A LOCALIZED WORK AREA. THE TRUCK'S BRAKE SHOULD BE SET, THE TRANSMISSION PLACED IN PARK OR GEAR, AND THE FRONT WHEELS TURNED AWAY FROM THE WORK AREA. IF A TMA/TTMA IS NOT USED THEN THE VEHICLE SHALL HAVE A GROSS VEHICLE WEIGHT OF AT LEAST 19,500 POUNDS.

IF TWO LOCALIZED WORK AREAS WITHIN THE SAME STATIONARY WORK ZONE ARE SEPARATED LONGITUDINALLY BY MORE THAN 950 FEET THEN EACH WORK AREA SHALL HAVE ITS OWN BARRIER VEHICLE AND FLAGGER.

ADVANCED WARNING VEHICLE:

A VEHICLE LOCATED A CONSIDERABLE DISTANCE PRIOR TO A MOVING OR STATIONARY OPERATION. THIS VEHICLE MAY BE A PATROL CAR, MAINTENANCE VEHICLE, OR ZONE TRUCK WITH FLASHING LIGHTS. FOR ANY PLANNED OPERATIONS, A CHANGEABLE MESSAGE BOARD SHOULD ALSO BE UTILIZED.

4. SCHEDULED DURATION OF WORK ZONES:

LONG TERM STATIONARY ZONES:

MORE THAN 3 DAYS, REFLECTORIZED TRAFFIC DRUMS AND POST MOUNTED SIGNS. REMOVE CONFLICTING PAVEMENT MARKINGS PER SP 614C OR COVER PER SP 614B. REMOVAL OF CONFLICTING PAVEMENT MARKINGS, USE OF 42-INCH CONES OR SIGNS ON X-FOOTPRINT SIGN STANDS MAY BE AUTHORIZED BY THE CHIEF ENGINEER. (RESURFACING PROJECTS, PAVEMENT RECONSTRUCTION PROJECTS, ETC.)

INTERMEDIATE TERM STATIONARY ZONES:

OVERNIGHT TO 3 DAYS, SIGNS ON X-FOOTPRINT SIGN STANDS, REFLECTORIZED 42-INCH TRAFFIC CONES OR TRAFFIC DRUMS. (FULL DEPTH PAVEMENT REPAIRS, ETC.)

SHORT TERM STATIONARY ZONES:

FROM 1 TO 12 HOURS, SIGNS ON X-FOOTPRINT SIGN STANDS, 28-INCH OR 42-INCH TRAFFIC CONES IN DAYTIME HOURS AND REFLECTORIZED 42-INCH TRAFFIC CONES OR TRAFFIC DRUMS AT NIGHT TIME. (CRACK SEALING OPERATIONS, RPM REFLECTOR REPLACEMENT, GUARDRAIL REPAIR, WASH-OUT REPAIRS, PAVEMENT BLOW-UPS, ETC.)

SHORT DURATION INTERMITTENT ZONES:

LESS THAN 1 HOUR, APPROPRIATE TRUCK MOUNTED SIGNS. (SPRING CLEAN-UP, CATCH BASIN CLEANING, ETC.)

NIGHT TIME ZONES:

NIGHT TIME USE OF 42-INCH TRAFFIC CONES SHALL BE LIMITED TO THAT PORTION OF THE CLOSURE WHICH IS BEYOND THE SHOULDER TAPER AND LANE CLOSURE TAPER. TRAFFIC DRUMS MUST MUST BE USED FOR ALL TAPERS. FOR STANDARD DRAWING TCR-10, TRAFFIC DRUMS MUST BE USED FOR ALL TAPERS AND THE LONGITUDINAL SECTION BETWEEN THE FIRST AND SECOND LANE CLOSURE TAPER. MAXIMUM SPACING OF 42-INCH CONES, WHEN USED AT NIGHT, SHALL BE 50 FEET.

MOBILE OPERATION:

AN OPERATION THAT TAKES PLACE OUTSIDE OF A LONG TERM, INTERMEDIATE TERM OR SHORT TERM STATIONARY WORK ZONE. A MOBILE OPERATION IS SLOW MOVING CONTINUOUS OR MOVING WITH INTERMITTENT SHORT STOPS, SHADOW VEHICLE WITH A TMA AND CMB OR APPROPRIATE SIGN.

MOBILE OPERATIONS TAKING PLACE ON THE SHOULDER (SWEEPING OPERATIONS, WEED SPRAYING, ROADWAY POLICING, ETC.) SHOULD REFERENCE TCR-9. MOBILE OPERATIONS TAKING PLACE IN A LIVE LANE OF TRAFFIC (POTHOLE REPAIR, DELINEATOR CLEANING / REPAIR / REPLACEMENT, RPM CASTING INSTALLATION, ETC.) SHOULD REFERENCE TCR-11MZ. MOBILE OPERATIONS FOR LINE STRIPING SHOULD REFERENCE TCR-11PS.

5. MOUNTED ATTENUATORS (TMA / TTMA):

MOUNTED ATTENUATORS ARE CRASH CUSHIONS THAT ARE ATTACHED TO THE REAR OF OR TOWED BY PROTECTIVE VEHICLES TO REDUCE THE SEVERITY OF REAR-END COLLISIONS. TMA/TTMA ARE INTENDED TO BE USED ON SHADOW VEHICLES IN MOVING OPERATIONS (THAT PARTIALLY OR TOTALLY ENCROACH ON THE PAVED SHOULDER OR TRAVELED LANE), OPERATIONS IN WHICH THE SHADOW VEHICLE IS BEING OCCUPIED, AND WHEN THERE ARE FEW OR NO ADVANCED WARNING SIGNS OR TRAFFIC CONTROL DEVICES.

6. CONFLICTING SIGNS:

EXISTING SIGNS (70 MPH, EXIT SIGNS, LANE USAGE, ETC.) BETWEEN "ROAD WORK AHEAD" (TC-1) AND "END ROAD WORK" (TC-6) SHALL BE COVERED DURING ALL TEMPORARY TRAFFIC CONTROL OPERATIONS.

7. DEFINITIONS

A. "EQUIPMENT" MEANS ALL TYPES OF EQUIPMENT, VEHICLES, AND TOOLS USED IN CONNECTION WITH ROADWAY MAINTENANCE OR CONTRACTUAL OBLIGATIONS ON THE TURNPIKE.

B. "WORKER" INCLUDES EVERY PERSON, FIRM OR CORPORATION PERFORMING WORK IN CONNECTION WITH MAINTENANCE OR CONTRACTUAL OBLIGATIONS ON THE TURNPIKE.

C. THE "CHIEF ENGINEER" IS THE CHIEF ENGINEER OF THE OHIO TURNPIKE & INFRASTRUCTURE COMMISSION ("COMMISSION") OR A DULY AUTHORIZED REPRESENTATIVE.

D. IN TWO-LANE SECTIONS, THE "DRIVING LANE" IS THE RIGHT LANE WHEN LOOKING IN THE DIRECTION OF NORMAL TRAFFIC OPERATIONS.

E. IN TWO-LANE SECTIONS, THE "PASSING LANE" IS THE LEFT LANE WHEN LOOKING IN THE DIRECTION OF NORMAL TRAFFIC OPERATIONS.

F. IN THREE-LANE SECTIONS THE "RIGHT LANE" IS THE LANE FURTHEST TO THE RIGHT WHEN LOOKING IN THE DIRECTION OF NORMAL TRAFFIC OPERATIONS.

G. IN THREE-LANE SECTIONS THE "CENTER LANE" IS THE MIDDLE LANE WHEN LOOKING IN THE DIRECTION OF NORMAL TRAFFIC OPERATIONS.

H. IN THREE-LANE SECTIONS THE "LEFT LANE" IS THE LANE FURTHEST TO THE LEFT WHEN LOOKING IN THE DIRECTION OF NORMAL TRAFFIC OPERATIONS.

I. THE "MEDIAN" IS THE GRASSED AREA LOCATED BETWEEN PASSING LANE SHOULDERS, OR THE GRASSED AREA LOCATED BETWEEN LEFT LANE SHOULDERS, OR THE PAVED AREA LOCATED BETWEEN LEFT LANE SHOULDERS WHERE PERMANENT MEDIAN BARRIER WALL IS PRESENT.

J. THE "ROADWAY" IS THE PORTION OF THE HIGHWAY SURFACE THAT LIES BETWEEN THE EDGE LINES.

K. "WORK SPACE" IS THAT PORTION OF THE ROADSIDE OR HIGHWAY CLOSED TO ROAD USERS AND SET ASIDE FOR WORKERS, EQUIPMENT, AND MATERIALS. CARE SHALL BE TAKEN SUCH THAT NO EQUIPMENT OR MATERIAL ENCROACHES ON AN ACTIVE LANE.

L. "ACTIVITY AREA" IS THE SECTION OF THE HIGHWAY WHERE THE WORK ACTIVITY TAKES PLACE. IT IS COMPRISED OF THE WORK SPACE, THE TRAFFIC SPACE, AND THE BUFFER SPACE.

M. "ACTIVE LANE" IS THAT PORTION OF THE ROADWAY THAT IS OPEN TO TRAFFIC.

8. STOPPING, STANDING, OR PARKING OF EQUIPMENT

EQUIPMENT SHALL NOT BE STOPPED, LEFT STANDING, OR PARKED ON ANY BRIDGE CARRYING TURNPIKE TRAFFIC, TRAFFIC LANE, INTERCHANGE LANE, ACCELERATION LANE, DECELERATION LANE, SHOULDER OR ADJACENT TO A SHOULDER, MEDIAN GRASSED AREA, MEDIAN CROSSOVER, SERVICE ROAD AND ACCESS ROAD TO ANY MAINTENANCE BUILDING OR SERVICE PLAZA, EXCEPT AS PROVIDED HEREIN. CONSTRUCTION EQUIPMENT MAY BE STOPPED, LEFT STANDING OR PARKED IN THESE AREAS ONLY IF THE PROPER TRAFFIC CONTROL ZONE IS SET, WHICH INCLUDES TRAFFIC CONTROL DEVICES APPROPRIATE FOR THE PARTICULAR TYPE OF ZONE IN USE.

9. WORK SPACE REQUIREMENTS

IF THE WORK SPACE IS 30 FEET OR MORE FROM THE ROADWAY EDGE LINE - NO WORK ZONE IS REQUIRED. IF THE WORK SPACE IS BEYOND THE PAVED SHOULDER, BUT LESS THAN 30 FEET FROM THE ROADWAY EDGE LINE, TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION (OTIC) STANDARD DRAWING TCR-9 (1 OF 2). IF THE WORK SPACE OCCUPIES ANY PORTION OF THE PAVED SHOULDER, TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE OTIC STANDARD DRAWING TCR-9 (1 OF 2). IF THE WORK SPACE OCCUPIES ANY PORTION OF A DRIVING LANE, PASSING LANE, RIGHT LANE, OR LEFT LANE, THE LANE SHALL BE CLOSED AND THE TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH OTIC STANDARD DRAWING TCR-2. IF THE WORK SPACE OCCUPIES ANY PORTION OF A CENTER LANE, THE CENTER LANE AND ONE ADJACENT LANE SHALL BE CLOSED IN ACCORDANCE WITH OTIC STANDARD DRAWING TCR-10.

10. SPEED REGULATIONS FOR EQUIPMENT TRAVELING ON TURNPIKE TO OR FROM THE WORK SPACE

EXCEPT AS PROVIDED BELOW, EQUIPMENT SHALL, WHEN TRAVELING ON THE TURNPIKE TO OR FROM THE WORK SPACE, BE OPERATED AT A MINIMUM SPEED OF 50 MILES PER HOUR. IF SUCH SPEED IS NOT PRACTICABLE OR OBTAINABLE, THE EQUIPMENT SHALL BE TRANSPORTED BY A VEHICLE OPERATED AT THE ABOVE SAID SPEED.

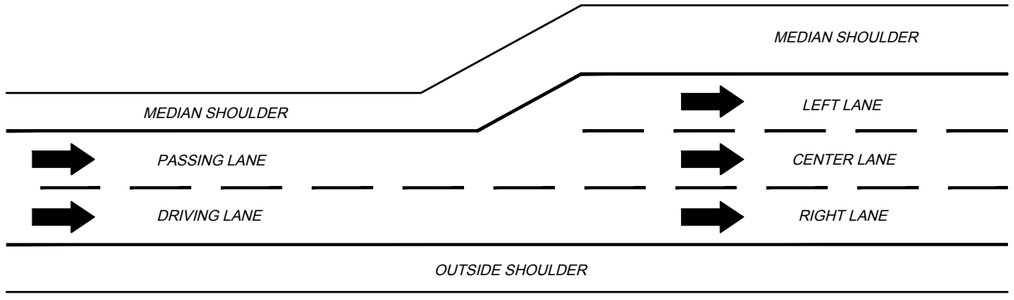
COMMISSION OWNED VEHICLES; INCLUDING; BUT, NOT LIMITED TO; BACKHOES AND LOADERS MAY TRAVEL TO AND FROM WORK SPACE AT SPEEDS SLOWER THAN 50 MILES PER HOUR PROVIDED A VEHICLE WITH ACTIVATED AMBER FLASHING SAFETY LIGHTS; AS DEFINED IN SECTION 17, HEREIN; FOLLOWS BEHIND THE SLOW MOVING VEHICLE, AND BOTH VEHICLES TRAVEL ON A PAVED SHOULDER.

MOWERS MAY TRAVEL TO AND FROM WORK SPACE AT SPEEDS SLOWER THAN 50 MILES PER HOUR PROVIDED THEY ARE EQUIPPED WITH ACTIVATED AMBER FLASHING SAFETY LIGHTS; AS DEFINED IN SECTION 17, HEREIN; TRAVEL ON A PAVED SHOULDER, AND DISPLAY A "SLOW MOVING VEHICLE" (SMV) EMBLEM (TRIANGLE). THE SMV EMBLEM SHALL MEET THE REQUIREMENTS OF OHIO ADMINISTRATIVE CODE CHAPTER 4501-13. THE SMV EMBLEM SHALL BE COVERED IF THE EQUIPMENT IS BEING TRANSPORTED.

11. SPEED REGULATIONS FOR EQUIPMENT TRAVELING WITHIN WORK SPACE

NO VEHICLE OR EQUIPMENT SHALL BE OPERATED IN EXCESS OF 25 MILES PER HOUR IN ANY PART OF THE ROADWAY CLOSED TO TRAFFIC, UNLESS AUTHORIZED BY THE CHIEF ENGINEER.

LANE DESIGNATIONS



TCR-1 2025.06.10.dwg; 6/12/25

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

STANDARD DRAWING

DATE: JUNE 10, 2025

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

TCR-1

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

12. ONE-WAY TRAFFIC

NO EQUIPMENT SHALL BE OPERATED ON THE TRAFFIC LANES, INTERCHANGE LANES, ACCELERATION LANES, DECELERATION LANES OR SHOULDERS EXCEPT IN THE DESIGNATED DIRECTION OF TRAVEL FOR RESPECTIVE LANES OR SHOULDERS, EXCEPT AS PROVIDED HEREIN. WHEN A WORK ZONE CLOSES A DIRECTIONAL LANE OR LANES, EQUIPMENT MAY BE OPERATED IN THE DIRECTION OPPOSITE TO THE NORMAL FLOW OF TRAFFIC PROVIDED THE EQUIPMENT IS IN THE CLOSED PORTION OF A WORK ZONE. WHEN A SHOULDER ZONE IS UTILIZED TO CLOSE A SHOULDER, EQUIPMENT SHALL BE OPERATED IN THE DESIGNATED DIRECTION OF TRAVEL FOR THE ADJACENT LANE.

13. MEDIAN CROSSINGS

COMMISSION OWNED VEHICLES AND EQUIPMENT MAY CROSS THE MEDIAN AT ESTABLISHED CROSSOVERS AND MAY U-TURN IN FRONT OF TOLLBOOTHS WITHOUT THE ASSISTANCE OF A FLAGGER. ALL OTHER VEHICLES AND EQUIPMENT MAY CROSS THE MEDIAN ONLY WITH PRIOR APPROVAL OF AND AT CROSSOVERS DESIGNATED BY THE CHIEF ENGINEER.

CROSSING THE MEDIAN SHALL BE KEPT TO A MINIMUM AND SHALL BE EXECUTED WITH EXTREME CARE SINCE SUCH TRAFFIC MOVEMENTS ARE UNUSUAL AND ARE, THEREFORE, POTENTIALLY HAZARDOUS TO NOT ONLY THE ROAD USER BUT ALSO THE CROSSING VEHICLES. ALL MEDIAN CROSSINGS BY VEHICLES AND EQUIPMENT SHALL BE EXECUTED IN STRICT COMPLIANCE WITH THE PROCEDURES PRESCRIBED IN THIS SECTION.

MEDIAN CROSSOVER PROCEDURES:

A. PASSENGER CARS AND PICKUP TRUCKS - ARE PERMITTED TO USE THE LEFT (MEDIAN) SHOULDER WHILE IN THE ACT OF REVERSING THEIR DIRECTION OF TRAVEL AT DESIGNATED CROSSOVERS. EXTREME CAUTION SHALL BE EXERCISED AT ALL TIMES - ESPECIALLY AT NIGHT AND DURING PERIODS OF INCLEMENT WEATHER.

B. SINGLE UNIT TRUCKS AND EQUIPMENT* - (EMPTY DUMP TRUCKS AND STAKE BODY TRUCKS, TRACTORS, MOWERS, ETC.) IN TWO-LANE SECTIONS, THEY ARE TO FIRST PULL ONTO THE RIGHT (OUTSIDE) SHOULDER AND WAIT FOR CLEAR AND UNOBSTRUCTED PASSAGE, THEN PULL ACROSS THE TRAFFIC LANES INTO THE AREA DESIGNATED AND SPECIFICALLY PROVIDED FOR REVERSING TRAVEL DIRECTION. UPON ENTERING THE DESIGNATED AREA, THE OPERATOR SHALL AGAIN WAIT FOR CLEAR AND UNOBSTRUCTED PASSAGE BEFORE ENTERING THE TRAVEL LANES TO COMPLETE THE REVERSAL OF DIRECTION. A FLAGGER IS TO BE STATIONED AT ALL ACTIVE BI-DIRECTIONAL CROSSOVERS TO AID THIS TYPE OF CROSSING MANEUVER.

IN THREE-LANE SECTIONS, COMMISSION OWNED SINGLE UNIT TRUCKS AND EQUIPMENT HAVE THE OPTION TO USE THE LEFT (MEDIAN) SHOULDER WHILE IN THE ACT OF REVERSING THEIR DIRECTION OF TRAVEL AT DESIGNATED CROSSOVERS. ALL NON-COMMISSIONED OWNED SINGLE UNIT TRUCKS AND EQUIPMENT ATTEMPTING A MEDIAN CROSSING IN THREE-LANE SECTIONS SHALL USE THE METHOD DESCRIBED BELOW IN SECTION C OR THEY SHALL PROCEED TO THE NEAREST INTERCHANGE AND U-TURN IN FRONT OF THE TOLLBOOTHS WITH A FLAGGER'S ASSISTANCE.

WHEN HEAVY TRAFFIC VOLUME DOES NOT ALLOW FOR CLEAR AND UNOBSTRUCTED PASSAGE, THE VEHICLE SHOULD PROCEED TO THE NEXT INTERCHANGE AND U-TURN IN FRONT OF THE TOLLBOOTHS WITH A FLAGGER'S ASSISTANCE. EXTREME CAUTION SHALL BE EXERCISED AT ALL TIMES - ESPECIALLY AT NIGHT AND/OR DURING PERIODS OF INCLEMENT WEATHER.

* - "SINGLE UNIT TRUCKS AND EQUIPMENT" WHICH EXCEED 24 FEET IN LENGTH ARE PROHIBITED FROM CROSSING THE MEDIAN AT LOCATIONS WITH CONCRETE BARRIERS. SUCH VEHICLES MAY CROSS THE MEDIAN IF THE PROCEDURES SET FORTH IN SUBPART C. FOR "SLOW-ACCELERATING VEHICLES" ARE UTILIZED. (NOTE: THIS PROHIBITION DOES NOT APPLY TO COMMISSION OWNED SINGLE AXLES VEHICLES AS WELL AS OTHER VEHICLES AND EQUIPMENT APPROVED BY BOTH THE OTIC MAINTENANCE ENGINEER AND CHIEF ENGINEER.)

C. SLOW-ACCELERATING VEHICLES - (TRACTOR TRAILER, TRACTOR LOW BOY, LOADED DUMP TRUCKS, LOADED STAKE BODY TRUCKS, CONCRETE TRUCKS, ETC.) ARE TO EXERCISE EXTREME CARE WHEN ATTEMPTING A MEDIAN CROSSING AND IN NO INSTANCE ARE TO ATTEMPT THIS MANEUVER WITHOUT THE ASSISTANCE OF A FLAGGER. ALL "SLOW ACCELERATING VEHICLES" ATTEMPTING TO MAKE A MEDIAN CROSSING SHALL DO SO ONLY UNDER THE PROTECTION OF 2 SINGLE LANES (PASSING OR LEFT LANE CLOSED) ZONES, 1 IN EACH DIRECTION, PRECEDING THE CROSSOVER IN QUESTION. "SLOW ACCELERATING VEHICLES" ARE TO ENTER THE CLOSED PORTION OF A SINGLE LANE ZONE APPROACHING A CROSSOVER, ENTER THE CROSSOVER AND MAKE THE NECESSARY MANEUVERS TO GET TURNED AROUND, ENTER THE SINGLE LANE ZONE ON THE OPPOSITE ROADWAY AND THEN PROCEED TO THE END OF THE CLOSED LANE AND THEN MERGE WITH TRAFFIC USING EXTREME CAUTION. IF 2 SINGLE LANE ZONES ARE NOT OR CANNOT BE SET, THEN "SLOW ACCELERATING VEHICLES" SHALL PROCEED TO THE NEAREST INTERCHANGE AND U-TURN IN FRONT OF THE TOLLBOOTHS WITH A FLAGGER'S ASSISTANCE.

SLOW-ACCELERATING COMMISSION OWNED DUMP TRUCKS MAY UTILIZE ESTABLISHED CROSSOVERS IN ACCORDANCE WITH THE PROCEDURE SET FORTH IN SUBPART B. FOR "SINGLE UNIT TRUCKS AND EQUIPMENT" PROVIDED EXTREME CAUTION IS EXERCISED BY THE OPERATOR.

D. ALL VEHICLES - ARE PROHIBITED FROM CROSSING INACTIVE MEDIAN CROSSOVERS LOCATED WITHIN THE LIMITS OF BI-DIRECTIONAL WORK ZONES, UNLESS SPECIAL PERMISSION HAS FIRST BEEN OBTAINED FROM THE CHIEF ENGINEER.

14. WORK TIME

WORK INVOLVING OCCUPANCY OF THE TRAFFIC LANES, SHOULDERS, INTERCHANGE LANES, ACCELERATION LANES OR DECELERATION LANES SHALL NOT BE PERFORMED DURING THE HOURS OF DARKNESS, ADVERSE WEATHER CONDITIONS, OR ADVERSE ROADWAY CONDITIONS, UNLESS AUTHORIZED BY THE CHIEF ENGINEER. WHEN SUCH WORK IS AUTHORIZED, TRAFFIC AND WORKERS SHALL BE SAFEGUARDED BY THE USE OF RETRO-REFLECTORIZED SIGNS AND DRUMS, FLASHING ARROW PANELS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN ON THE OTIC TTC STANDARD DRAWINGS.

REQUEST FOR APPROVAL OF NIGHT WORK SHALL INCLUDE THE PROPOSED SCHEME FOR LIGHTING THE TTC ZONE AND APPROACHES. LIGHTING SHALL BE SHIELDED TO PREVENT DIRECT ILLUMINATION OF ADJACENT RESIDENCES AND THE TRAVELING PUBLIC.

EXCEPT FOR EMERGENCY SITUATIONS, FLAGGER STATIONS SHALL BE ILLUMINATED AT NIGHT.

15. TRAVEL DURING HOURS OF DARKNESS OR ADVERSE WEATHER OR ROADWAY CONDITIONS

NO EQUIPMENT, OTHER THAN THAT DESIGNED FOR NORMAL HIGHWAY TRAVEL, SHALL BE MOVED ON THE TURNPIKE DURING HOURS OF DARKNESS, PERIODS OF ADVERSE WEATHER CONDITIONS WHICH REDUCE NORMAL VISIBILITY, OR WHEN THE ROADWAY IS COVERED WITH SNOW AND ICE; UNLESS SPECIAL PERMISSION HAS FIRST BEEN OBTAINED FROM THE CHIEF ENGINEER.

16. WORKERS CROSSING TRAFFIC LANES

WORKERS ON FOOT SHALL NOT CROSS TRAFFIC LANES, ACCELERATION LANES, DECELERATION LANES, INTERCHANGE RAMPS, OR ANY OTHER TRAFFIC LANE OPEN TO TRAFFIC WITHOUT EXERCISING EXTREME CAUTION. WORKERS SHALL NOT CROSS MORE THAN 2 LANES WHEN DEPLOYING OR REMOVING TTC DEVICES.

IN SECTIONS WHERE THERE ARE 3 LANES OPEN TO TRAFFIC, SIGNS SHOULD BE DEPLOYED ALONG THE OPEN LANE SIDE FIRST SO TRAFFIC IS NOT DIRECTED TO MERGE INTO EMPLOYEES SETTING SIGNS. ONLY ONE SIDE SHALL BE SET AT A TIME. COMPLETE THE OPEN LANE SIDE BEFORE SETTING ANY SIGNS ALONG THE CLOSED LANE SIGN SIDE.

IN SECTIONS WHERE THERE WILL BE 3 LANES OPEN TO TRAFFIC, SIGNS SHOULD BE REMOVED ALONG THE PREVIOUSLY CLOSED LANE SIDE FIRST SO TRAFFIC IS NOT DIRECTED TO MERGE INTO THE EMPLOYEES REMOVING SIGNS. ONLY ONE SIDE SHALL BE REMOVED AT A TIME. COMPLETELY REMOVE THE PREVIOUSLY CLOSED LANE SIDE BEFORE REMOVING ANY SIGNS ALONG THE PREVIOUSLY OPEN LANE SIDE OF THE ROAD.

ALL WORKERS ON FOOT AND CROSSING ACTIVE LANES OR RAMPS SHALL WEAR HIGH-VISIBILITY SAFETY APPAREL AS DESCRIBED UNDER SECTION 18 HEREIN.

17. AMBER FLASHING SAFETY LIGHTS

ALL EQUIPMENT DESIGNED FOR NORMAL HIGHWAY TRAVEL SHALL BE EQUIPPED WITH AMBER HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS. SUCH AMBER FLASHING SAFETY LIGHTS SHALL BE VISIBLE TO APPROACHING AND TRAILING TRAFFIC. ALTHOUGH VEHICLE HAZARD WARNING LIGHTS ARE PERMITTED TO BE USED TO SUPPLEMENT HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS, THEY SHALL NOT BE USED INSTEAD OF HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

THE FLASHING SAFETY LIGHTS SHALL BE ACTIVATED WHENEVER EQUIPMENT IS ON THE SHOULDER, WHENEVER EQUIPMENT IS ENTERING OR EXITING A WORK SPACE, AND WHENEVER EQUIPMENT IS CROSSING THE MEDIAN.

18. FLAGGER

FLAGGERS SHALL BE FAMILIAR WITH, AND FLAGGING SHALL BE IN ACCORDANCE WITH, THE LATEST VERSION OF THE OHIO TURNPIKE "FLAGGING HANDBOOK".

SINCE FLAGGERS ARE RESPONSIBLE FOR HUMAN SAFETY IT IS IMPORTANT THAT THEY ARE MENTALLY ALERT, COURTEOUS BUT WITH A FIRM MANNER, PROPERLY ATTIRED WITH A NEAT APPEARANCE, AWARE OF THE RESPONSIBILITY FOR THE SAFETY OF THE WORKERS AND THE TRAVELING PUBLIC, AND INFORMED OF THE EXACT TRAFFIC MOVEMENTS THAT THEY ARE TO CONTROL.

FLAGGERS SHALL WEAR HIGH VISIBILITY SAFETY APPAREL, WHICH MEETS OR EXCEEDS THE PERFORMANCE CLASS 3 REQUIREMENTS OF THE LATEST REVISION OF ANSI/ISEA 107 PUBLICATION AND LABELED AS MEETING THE LATEST REVISION OF ANSI 107 STANDARD PERFORMANCE FOR CLASS 3 RISK EXPOSURE.

19. OTIC INCIDENT RESPONSE VEHICLES, ZONE VEHICLES AND ZONE PERSONS

IT IS WIDELY RECOGNIZED THAT THE RISK OF TRAFFIC CRASHES INCREASES WHEN CONGESTION DEVELOPS AND QUEUES (TRAFFIC BACK-UPS) FORM, ESPECIALLY ON HIGHWAYS LIKE THE OHIO TURNPIKE WHERE SPEEDS ARE HIGH AND DRIVERS ARE ACCUSTOMED TO UNENCUMBERED TRAVEL. QUEUING CAN LEAD TO INCREASED REAR-END CRASH RISK DUE TO THE HIGHER SPEED OF TRAFFIC APPROACHING THE BACK OF THE QUEUE.

DURING A TRAFFIC INCIDENT OR ANY OTHER OCCURRENCE CAUSING A TRAFFIC QUEUE, THE MAIN PRIORITY OF THE OTIC INCIDENT RESPONDER (IR) OR ZONE PERSON (ZP) IS TO PROTECT THE BACK OF THE QUEUE. THIS SHALL BE ACCOMPLISHED BY POSITIONING THE INCIDENT RESPONSE VEHICLE (IRV) / ZONE VEHICLE (ZV) ON THE ROADWAY SHOULDER AND APPROXIMATELY 1,000 FEET BEHIND THE REAR OF STOPPED/SLOWED TRAFFIC, WHILE MOVING FORWARD OR BACKWARD AS NEEDED TO MAINTAIN THE PROPER DISTANCE. THE DISTANCE FROM THE QUEUE SHOULD BE INCREASED IF THERE IS LIMITED SIGHT DISTANCE DUE TO ROADWAY GEOMETRY.

IRV / ZV EQUIPPED WITH A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) MUST BE USED TO WARN DRIVERS OF THE CONDITIONS AHEAD.

IF TRAFFIC IS QUEUED FOR ANY REASON, THE IRV / ZV SHALL MOVE INTO POSITION IMMEDIATELY AND PLACE OTIC MESSAGE 1 (SHOWN BELOW) ON THE PCMS. THE IR / ZP SHALL THEN NOTIFY THE OTIC COMMUNICATION CENTER (COMMCENTER) OF THEIR LOCATION AND THE MESSAGE DISPLAYED ON THEIR PCMS.

OTIC PCMS MESSAGE 1: (DISPLAY EACH PANEL FOR 2 SECONDS)

THE COMMCENTER MAY DIRECT THE ZP TO DISPLAY AN ALTERNATE MESSAGE ON THE ZV PCMS. THE ZV PCMS SHALL DISPLAY ONLY MESSAGE 1 UNLESS DIRECTED OTHERWISE BY THE COMMCENTER.

		S	L	O	W		
T	R	A	F	F	I	C	
	A	H	E	A	D		

			B	E			
P	R	E	P	A	R	E	D
	T	O		S	T	O	P

20. REMOVAL OF TTC DEVICES

ALL TTC DEVICES SHALL BE REMOVED AT THE CLOSE OF THE WORK DAY UNLESS THE STATE OF THE WORK IS SUCH THAT THE DEVICES ARE STILL NEEDED TO CONTROL TRAFFIC OR AUTHORIZED BY THE CHIEF ENGINEER.

HOWEVER, 42-INCH TRAFFIC CONES AND / OR DRUMS MAY BE NEATLY STORED BEHIND GUARDRAIL, OFF THE SHOULDER IN THE GRASS AND / OR AGAINST THE MEDIAN BARRIER WALL. TEMPORARY SIGNS MOUNTED ON POSTS MAY BE COVERED.

IF A TCR-10 IS REDUCED TO A TCR-2, THE ARROW BOARD FOR THE SECOND LANE CLOSURE TAPER MAY REMAIN IN PLACE AND PLACED IN FLASHING CAUTION MODE. THIS SHALL ONLY BE DONE IF THE TCR-10 WILL BE RE-ESTABLISHED WITHIN 24-HOURS.

21. TRACKED OR SPILLED EARTH, GRAVEL, ETC.

ANY DEBRIS TRACKED OR SPILLED ON TRAFFIC LANES OR SHOULDERS SHALL BE IMMEDIATELY REMOVED AND TRAFFIC SHALL BE ADEQUATELY SAFEGUARDED DURING THE PERIOD SUCH DEBRIS IS ON THE ROAD AND WHILE BEING REMOVED.

IF PONDING WATER IS PRESENT OR MAY ENTER THE ACTIVE LANE OF TRAFFIC, DUE TO CONSTRUCTION/WORK ACTIVITIES, PUMPS OR OTHER MEANS MUST BE EMPLOYED TO REMOVE AND PREVENT SUCH PONDING WATER ENTERING ACTIVE LANES.

22. MOVEMENT OF CONTRACTOR'S OVER-SIZE / OVER-WEIGHT EQUIPMENT

NO CONTRACTOR'S EQUIPMENT EXCEEDING THE MAXIMUM VEHICLE DIMENSIONS AS PROVIDED IN OHIO ADMINISTRATIVE CODE SECTION 5537-3-01 OF "PROHIBITED USES", SHALL BE MOVED OVER THE TURNPIKE WITHOUT OBTAINING PERMISSION FROM THE CHIEF ENGINEER.

DATE: JUNE 10, 2025

STANDARD DRAWING

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

TCR-1

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

23. STORAGE OF EQUIPMENT AND MATERIALS

IF EQUIPMENT OR MATERIALS ARE STORED OR PARKED WITHIN THE RIGHT-OF-WAY, THEY SHALL BE LOCATED NOT LESS THAN 6 FEET BEHIND EXISTING GUARDRAIL AND A MINIMUM DISTANCE OF 360 FEET FROM THE APPROACH END OF THE EXISTING GUARDRAIL; OR, IN THE ABSENCE OF GUARDRAIL, NOT LESS THAN 30 FEET BEYOND THE ROADWAY EDGE LINE. SUCH ITEMS MAY BE STORED IN A WORK SPACE THAT IS SHIELDED FROM TRAFFIC BY PORTABLE BARRIER INSTALLED IN ACCORDANCE WITH AND AS A REQUIREMENT OF THE CONTRACT PLANS. FLAMMABLE LIQUIDS SHALL NOT BE STORED IN THE MEDIAN OR IN CROSSOVER AREAS, UNLESS THOSE AREAS ARE SHIELDED FROM TRAFFIC BY PORTABLE BARRIER INSTALLED IN ACCORDANCE WITH AND AS A REQUIREMENT OF THE CONTRACT PLANS. EQUIPMENT OR MATERIAL SHALL BE LOCATED NOT LESS THAN 8 FEET 3 INCHES BEHIND UNANCHORED 50 INCH CONCRETE PORTABLE BARRIER OR 7 FEET 6 INCHES BEHIND UNANCHORED 32 INCH CONCRETE PORTABLE BARRIER.

THIS REQUIREMENT INCLUDES THE LOCATION OF PORTABLE TOILETS LOCATED IN THE WORK ZONE. IN ADDITION, EQUIPMENT USED AT NIGHT, SUCH AS LIGHT PLANTS, SHALL BE STORED AS DESCRIBED ABOVE DURING THE DAYTIME.

24. X - FOOTPRINT SIGN STANDS

X - FOOTPRINT SIGN STANDS SHALL NOT BE PLACED ON MAINLINE BRIDGES UNLESS APPROVED BY THE CHIEF ENGINEER.

25. MODIFICATION OF PROCEDURES

IN THE EVENT THE STANDARD PROCEDURES ESTABLISHED HEREIN PRESENT AN UNREASONABLE HARDSHIP UPON, OR CANNOT BE FULLY IMPLEMENTED BY THE MAINTENANCE FORCES OR CONTRACTORS IN THE PERFORMANCE OF THEIR WORK, THEY SHALL REQUEST PERMISSION TO USE AN ALTERNATE METHOD FROM THE CHIEF ENGINEER. ALTERNATE METHOD OR PROCEDURE SUBMITTALS MUST BE STAMPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER. ALTERNATE METHODS OR PROCEDURES SHALL NOT BE UTILIZED WITHOUT FIRST OBTAINING PERMISSION FROM THE CHIEF ENGINEER.

26. WORK ZONE SPEED LIMIT (WZSL)

1. FOR A WORK ZONE THAT PROVIDES POSITIVE PROTECTION THROUGH THE USE OF PORTABLE BARRIER TO SEPARATE TRAFFIC FROM THE WORK AREA, A WZSL OF 60 MILES PER HOUR (MPH) SHALL BE IMPLEMENTED WHEN ALL THE FOLLOWING CRITERIA ARE MET:

   A. DESIGN SPEED

      THE TRAVEL LANES PROVIDE A DESIGN SPEED OF 70 MPH THROUGHOUT THE WORK ZONE.

   B. DURATION

      THE WORK ZONE EXISTS AS A LONG TERM STATIONARY ZONE.

   C. LANE AVAILABILITY

      TRAVEL LANES ARE PROVIDED WITH A PREFERRED WIDTH OF 12 FEET, MINIMUM WIDTH OF 11 FEET, AND SHALL PROVIDE A PREFERRED OFFSET OF 2 FEET TO ANY BARRIER, 1 FOOT MINIMUM.

   D. CLEAR ZONE

      AN ADEQUATE CLEAR ZONE IS PROVIDED THROUGHOUT THE WORK ZONE FOR THE 60 MPH WZSL WITH ANY OBSTRUCTIONS OR HAZARDS REMAINING WITHIN THE CLEAR ZONE BEING PROPERLY PROTECTED.

   IN THE EVENT THAT ANY OF THE LISTED CRITERIA ARE NOT MET, A REDUCTION IN THE WZSL BELOW 60 MPH MAY BE CONSIDERED AND UTILIZED BASED ON PROPER JUSTIFICATION BEING PROVIDED BY THE DESIGNER OF RECORD AND APPROVAL BY THE CHIEF ENGINEER.

2. FOR A WORK ZONE THAT DOES NOT PROVIDE POSITIVE PROTECTION THROUGH THE USE OF PORTABLE BARRIER AND INSTEAD USES DRUMS AND/OR CONES TO SEPARATE TRAFFIC FROM THE WORK AREA, A WZSL OF 55 MPH SHALL BE IMPLEMENTED WHEN ALL THE FOLLOWING CRITERIA ARE MET:

   A. DESIGN SPEED

      THE TRAVEL LANES PROVIDE A DESIGN SPEED OF 70 MPH THROUGHOUT THE WORK ZONE.

   B. DURATION

      THE WORK ZONE EXISTS AS A LONG, INTERMEDIATE OR SHORT TERM STATIONARY ZONE OR ANY OTHER TYPE OF ZONE FOR MAINTENANCE PURPOSES.

   C. LANE AVAILABILITY

      TRAVEL LANES ARE PROVIDED WITH A PREFERRED WIDTH OF 12 FEET, MINIMUM WIDTH OF 10 FEET, AND SHALL PROVIDE A PREFERRED OFFSET OF 2 FEET TO ANY BARRIER, DRUM OR CONE, 1 FOOT MINIMUM.

   D. CLEAR ZONE

      AN ADEQUATE CLEAR ZONE IS PROVIDED THROUGHOUT THE WORK ZONE FOR THE 55 MPH WZSL WITH ANY OBSTRUCTIONS OR HAZARDS REMAINING WITHIN THE CLEAR ZONE BEING PROPERLY PROTECTED.

   IN THE EVENT THAT ANY OF THE LISTED CRITERIA ARE NOT MET, A REDUCTION IN THE WZSL BELOW 55 MPH MAY BE CONSIDERED AND UTILIZED BASED ON PROPER JUSTIFICATION BEING PROVIDED BY THE DESIGNER OF RECORD AND APPROVAL BY THE CHIEF ENGINEER.

3. FOR A WORK ZONE THAT DOES NOT PROVIDE POSITIVE PROTECTION THROUGH THE USE OF PORTABLE BARRIER AND INSTEAD USES DRUMS AND/OR CONES TO SEPARATE TRAFFIC FROM THE WORK AREA AND WOULD OTHERWISE HAVE A WZSL OF 55 MPH AS OUTLINED IN SECTION 2 ABOVE, A VARIABLE SPEED LIMIT (VSL) SHALL BE IMPLEMENTED IN SUCH WORK ZONES THAT MEET ALL THE FOLLOWING CRITERIA:

   A. DESIGN SPEED

      THE TRAVEL LANES PROVIDE A DESIGN SPEED OF 70 MPH THROUGHOUT THE WORK ZONE.

   B. DURATION

      THE WORK ZONE EXISTS AS A LONG TERM STATIONARY ZONE.

   C. LANE AVAILABILITY

      TRAVEL LANES ARE PROVIDED WITH A PREFERRED WIDTH OF 12 FEET, MINIMUM WIDTH OF 10 FEET, AND PROVIDE A PREFERRED OFFSET OF 2 FEET TO ANY BARRIER, DRUM OR CONE, 1 FOOT MINIMUM.

   D. SHOULDER AVAILABILITY

      A SHOULDER IS PROVIDED ON AT LEAST ONE SIDE OF THE TRAVEL LANES WITH A MINIMUM WIDTH OF 10 FEET.

   E. CLEAR ZONE

      AN ADEQUATE CLEAR ZONE IS PROVIDED THROUGHOUT THE WORK ZONE FOR THE SPECIFIC WZSL THAT IS IN EFFECT AT ANY GIVEN TIME WITH ANY OBSTRUCTIONS OR HAZARDS REMAINING WITHIN THE CLEAR ZONE BEING PROPERLY PROTECTED.

   THE VSL WILL ALLOW FOR THE WZSL TO INCREASE BY 10 MPH FROM 55 MPH WHEN WORKERS ARE PRESENT TO 65 MPH WHENEVER WORKERS ARE NOT PRESENT. THE VSL IS NO LONGER APPLICABLE AND SHOULD BE REMOVED WHENEVER ANY OF THESE CRITERIA ARE NO LONGER MET.

   VSL WORK ZONES CAN BE IMPLEMENTED USING DIGITAL SPEED LIMIT (DSL) SIGNS OR FLAT SHEET SIGNS. REFER TO SPECIAL PROVISION (SP) 808 FOR ADDITIONAL DETAILS. IF FLAT SHEET SIGNS ARE USED, THEN THEY SHALL BE USED IN THE SAME MANNER AS DESCRIBED FOR DSLs IN SP 808.

   A VSL SHOULD NOT BE UTILIZED FOR ANY WORK ZONE THAT USES PORTABLE BARRIER TO SEPARATE THE TRAVEL LANES FROM THE WORK AREA.

IV. WORK ZONE SPEED LIMIT FLOW CHART

WORK ZONE SPEED LIMIT FLOW CHART				
ORIGINAL POSTED SPEED LIMIT (MPH)	WITH POSITIVE PROTECTION	WITHOUT POSITIVE PROTECTION OR ATYPICAL RESTRICTIVE CONDITIONS		
	FIXED WORK ZONE SPEED LIMIT (WZSL)		VARIABLE SPEED LIMIT (VSL)	
	ALL TIMES	ALL TIMES	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	55	55	65

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
STANDARD DRAWING
DATE: JUNE 10, 2025
TEMPORARY TRAFFIC CONTROL GENERAL NOTES
TCR-1
3 / 3